HORSELESS CARRIAGE GAZETTE

VOL. 21, NO. 1
JAN. - FEB., 1959

MODEL T FORD 50th ANNIVERSARY ISSUE

Horseless Carriage Club of America

Founded in Los Angeles November 14th, 1937

A nonprofit corporation founded by and for automotive antiquarians and dedicated to the preservation of motor vehicles of ancient age and historical value, their accessories, archives and romantic lore

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WALTER FIFE ..... Vice President
SAM DE BOLT ..... Secretary
ERNEST BOYER ..... Treasurer
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PUBLICATIONS ..... Dr. Alfred S. Lewerenz
REGIONAL GROUPS ..... Ralph Cherry
BY-LAWS ..... Don Collee

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1958–60
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MEMBERSHIP INFORMATION

Active Members have all privileges of the club. Annual dues $7.00, $5.00 of which is for a one year subscription to the HORSELESS CARRIAGE GAZETTE.

Life Members are Active Members for life upon payment of $100.00 dues.

Associate Members have all privileges of the club except holding a National office, and voting. Annual dues $5.00, which includes a one year subscription to the GAZETTE.

Wives of Members may become either Active or Associate members, corresponding to their husband's membership. Only one copy of the GAZETTE, the Roster and other mailings will be sent jointly to husband and wife. Annual dues, $2.00.

Honorary Members have all privileges of the club except voting.

Regional Group Members, who must be National Active or Associate members, pay additional dues as established by the local clubs.

NATIONAL DUES REMINDER

Dues became delinquent February 1st. Persons not paid up by the end of the month won't receive the next GAZETTE. Please use the special envelope.

A MESSAGE FROM YOUR PRESIDENT

As President of the HCCA for 1959 I would like to send regards and best wishes to every member for a prosperous and active Hobby New Year. As 1958 drew to a close HCCA membership went over the 8,000 mark which is a tremendous increase over the past few years. I became a member of the club in 1946; at that time the membership was near the 500 mark. I feel very fortunate to have been an active member through these years of growth.

In our organization as in every other organization of its size we have developed problems, some of which have been worked out and others are in need of attention this year.

The GAZETTE, our National Magazine, has improved and progressed very well. With six issues a year, the color cover and inside color photos, the GAZETTE is considered the best old car magazine in the country thanks to our Editor Fred Hayward and many other enthusiastic members.

Regional Groups are being serviced in increasing numbers with granting of charters, membership processing, a Regional Group Newsletter six times a year. Also a Regional Manual has been sent out to help new groups organize and get under way.

National activities have been broadened by the encouragement of Regional Groups to conduct tours with National sponsorship. During the early years of the club the National Board members would organize, do the leg work and conduct the big tour of the year which is now done through joint efforts of Regional groups.

The National club places only one restriction on National Tours and that is the participating cars must be of 1915 model and older. This rule is strictly enforced to promote and encourage the restoration and use of the early automobiles. These National Tours are very popular and are drawing between 100 and 150 cars each time they are held. One or more

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Groups may petition the National Board for National Tour sponsorship.

Regional Groups have been formed in 65 cities throughout the country. These Groups serve the members in their respective areas and plan all events and activities. Some groups are confining their activities to 1915 and older cars while others are more interested in post–1915, special interest and classic cars. There is only one National requirement for membership in a Regional Group and that is a person must be a member of the National club before he can qualify for regional group membership. This includes National notices and the GAZETTE.

January 23rd our HCCA Annual Dinner was well attended with over 300 members present. Details of this meeting will be found elsewhere in the GAZETTE.

January 24 the HCCA Regional Groups annual meeting was held at the Statler Hotel, Los Angeles. Approximately 70 members from 20 groups attended the meeting. 1959 National and Regional officers were introduced as well as all representatives. Many problems were discussed and group activities for the year were presented. The item of most interest was plans for the 1959 Western National Caravan to be held the third week in June. A request for the 1960 Tour was presented from the La Jolla Group. Also a request was submitted by the Seattle–Tacoma Group for a National Tour during the World's Fair in Washington during 1961. At this early date we may wind up with two or three National Tours per year.

This year our three new Board members are Sam DeBolt, Nevada; Ralph Cherry, California; and Don Colee, from Arizona. All three are past masters of arranging club activities.

Your club offices and committees are in able hands. Walter Fife, Vice President; Sam DeBolt, Secretary; Ernest Boyer, Treasurer; Lester Barnett, Chairman of the Board; John Gillespie, Activities; Ralph Cherry, Regional Groups; Dr. Alfred Lewerenz, Gazette publication; Don Colee, By-Law committee. With this fine group we are assured 1959 will be our best year yet.

Warwick Eastwood

National President, Horseless Carriage Club of America

PHOTO CREDITS

Cover..... Mike Roberts, Berkeley, Calif.
Page 2..... Louis Cook, Pasadena, Calif.
Pages 8–19 & 22..... Ford Motor Co., Dearborn, Mich.
Pages 28–29..... Mike Roberts, Dave Dupue, Stan Marquis; Bay Area, California
Page 34..... Sam DeBolt, Reno, Nevada
Page 58.....General Petroleum Corp., Los Angeles, Calif.

IN THE LAST ISSUE photos of the La Jolla Regional Group's outing should have been credited to Eileen Herbster.

OBITUARIES

Raymond Butterfield	Gallipolis, Ohio
Dr. Clifford Davis	Pasadena, California
Charles Kettering	Dayton, Ohio
Glenn Perkins	Cincinnatti, Ohio
Tyrone Power	New York, N. Y.
Chester J. Rohde	Inglewood, Calif.

COMING EVENTS

MARCH

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
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29	30	31				

APRIL

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MAY

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JUNE

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28	29	30				

JULY

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AUGUST

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SEPTEMBER

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27	28	29	30			

OCTOBER

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18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Swap Meet March 1. San Francisco Regional Group.

Autorama March 4–5–6–7–8. Hartford, Connecticut.

Sebring Auto Cavalcade March 20. Free admission to the 12–hour International race for all entrants. Write W. A. Howkins, 342 Madison Ave., New York 17, N. Y. for entry blanks.

Swap Meet April 26 Newport Beach (Calif) Regional Group.

Texas Tour May 7–8–9–10 See page 23.

Cachuma Lake Tour May 8–9–10 Southern California Regional Group.

Spring Meet May 17 Fairfield County (Conn) Regional Group.

Gen. Grant & Sequoia Parks Tour June 13–14 Tulare County (Calif) Regional Group.

Western National Caravan June 23–24–25–26 Thru California gold fields.

Tri–Club Meet June 26–27–28 Centralia, Washington.

Bay Area Tour & Field Meet July 25–26 Pleasanton, California.

California Coastal Tour August 21–22–23 Central Calif. Regional Group.

One & Two Cylinder Car Tour Mid–August Southern Calif. Regional Group.

Three Bridge Tour Sept 5–6–7 San Francisco Regional Group.

Warner's Hot Springs Mid–October Newport Beach (Calif) Regional Group.

ANNOUNCEMENTS

National Dues have been adjusted to conform with the newly expanded membership classification, but the basic subscription membership remains at $5.00, and includes free ad privileges in the GAZETTE. Full active membership is now $7.00 a year, Associate is $5.00 and Wife membership is $2.00. Life membership remains at $100. The last adjustment in the active member's dues rate was in 1953.

By Laws of the National club have been revised to better define the method of granting regional group charters. Make the following corrections in Article XX of the by–laws printed in your new Roster: Section 2) should read "A charter will be considered when a prospective club etc, etc, etc." Section 5) now provides that five or more of the charter members of a new regional group must be active members of the National club owning 1915 or earlier model cars. Section 6) no longer allows signers of a petition to submit National membership applications with the petition; they must join beforehand.

Membership for 1958 reached nearly 8400, and included more than 1500 new members. This is the greatest yearly increase we've ever had, evidence that the HCCA's six GAZETTEs with late ads and color covers, the new engraved membership cards, the new certificate, a complete Roster, and so on, have made this the most popular club of its type. Lots of new surprises are on tap for '59; pay your dues early so you won't miss anything.

Gazettes at 35¢ or three for a dollar seems like a fantastic bargain. . . . .and is! Even though they're the small early issues published more than 15 years ago. Not all iss es are in stock, but at this low price take a chance and send for three.

HORSELESS CARRIAGE GAZETTE

OFFICIAL PUBLICATION OF THE

HORSELESS CARRIAGE CLUB OF AMERICA

VOL. 21 No. 1

JAN.-FEB. 1959

MODEL T FORD 50th ANNIVERSARY ISSUE

THE COVER PICTURE by Mike Roberts, taken high in the Sierras, shows Gordon Howard's 1910 Ford ready for a mid-Winter outing. The hardy automobilists are Bill and Scherry Harrah.

The HORSELESS CARRIAGE GAZETTE is published bimonthly by the Horseless Carriage Club of America. Articles appearing in this publication, contributed by members, express the individual opinions of the writers and are not necessarily the opinions of the Editors. Written permission must be obtained from the Board of Directors of the Horseless Carriage Club of America for the reproduction of ANY material appearing in the HORSELESS CARRIAGE GAZETTE.

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SECOND CLASS POSTAGE PAID AT LOS ANGELES, CALIFORNIA

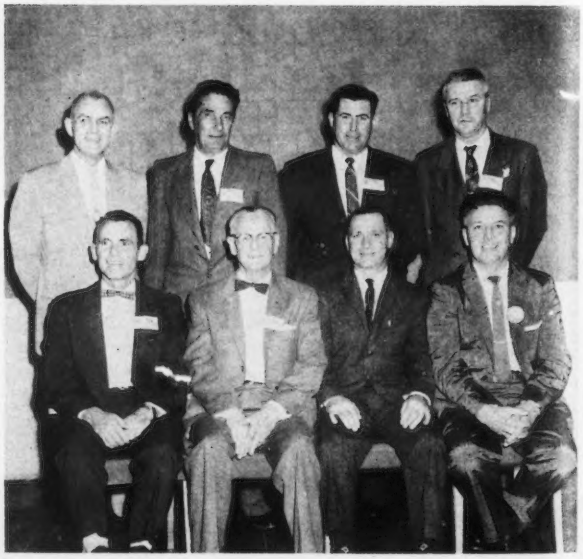
The ANNUAL DINNER

More than 300 persons gathered at Los Angeles' Statler Hotel for the HCCA Annual Dinner. Arranged by Louis Cook, the affair was MCd by J. O. Goodell. Testimonial plaques were awarded to retiring Directors Herman Bear, Louis Cook and G. C. Coffee, and awards in absentia were made to John Ogden, Sam Arnholz and Arthur Rippey. Next, Life Memberships were presented to Ann Bothwell, GAZETTE Editor for four years, Al Dunkel, long-time GAZETTE artist, and retiring National President Les Barnett. A special mounted gavel was also awarded Barnett. Plans for the Western National Caravan (June 23–26) were outlined, and a drawing that followed gave a tour packet for two to this event to Cy Calderia of northern California.

The National–Regional Groups Meeting

The day following the Annual Dinner, representatives from a score of Regional Groups – more than 80 persons altogether – met for a discussion of club matters. Topics ranged thru National and Regional Group dues, GAZETTE notices and stories, National club policies and Regional Group responsibilities to news of events for the coming season. See page 4 of this GAZETTE for details on these. Plans for the National Tour thru the California goldfields were greeted enthusiastically, as were proposals for tours the following two years. The La Jolla Regional group proposed to sponsor a trek into Mexico next year, and Seattle–Tacoma offered plans for an event in conjunction with the World's Fair in '61. The discussions closed with hopes for an even more representative attendance at the meeting next year.

Directors for 1959: (seated) President Warwick Eastwood, Secretary Sam DeBolt, Board Chairman Les Barnett, Vice President Walt Fife, (standing) Don Collee, Ralph Cherry, John Gillespie, Treasurer Ernie Boyer. Dr. Alfred S. Lewerenz was out of town.



1959 Western National
H.C.C. CARAVAN
SANTA CLARA VALLEY
BAY AREA
NORTHERN CALIFORNIA
YOUR HOST CLUBS
THRU THE MOTHER-LODE COUNTRY
CALIFORNIA
IT'S 49 in '59
PRANGER
TUE. WED. THUR. FRI. - JUNE 23-24-25-26

A 50th anniversary salute to the Model T:

Ford's Versatile Flivver

Millions of words have been written about the Model T Ford....the car itself, its fiction–like exploits and the way in which it changed our industry, our culture and our individual lives. In 1909 the average American worked a year and eight months to make the price of a Ford; today he does it, with shorter hours and greater ease, in just 26 weeks. Fifteen million Model Ts were built during the 19–year span of production, but second hand sales probably made three times that many persons actual owners of the car.

But striking as they are, such facts cannot wholly account for the reputation the T holds even today. Persons whose only knowledge of the machine is second or third hand express an affectionate respect for the car. It was the "personality" of the machine, its practical yet unique qualities, that made the legends and gave it a place in our nation's history.

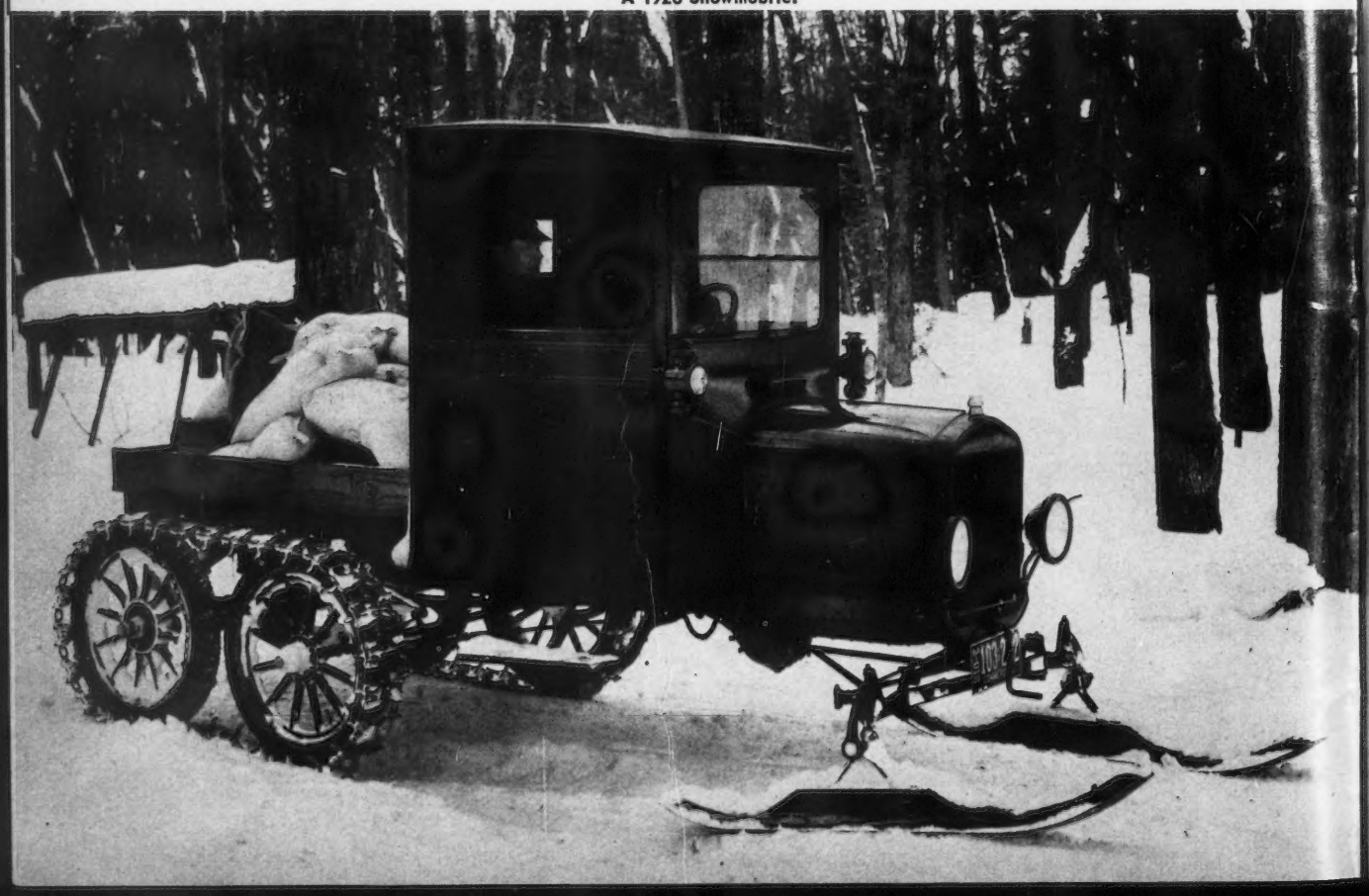
The material in this feature was made available through the cooperation of Henry E. Edmunds, head of Ford Archives.

Nothing about the Model T was really new. Everything had been done before by other manufacturers, often better. Even the low price was not a first. If any feature was a first it was Henry Ford's brilliant plan to build a car in which the engine would outlast everything else, thus assuring sales of other parts for years to come.

Perhaps the basic ingredient in the Model T "personality" was its adaptability. It could be –and was– used anywhere for just about any purpose. Any amateur carpenter or blacksmith could remodel the Ford design to suit his own needs or wishes. And thereafter the car was not Ford's design, but his. Naturally, one is bound to have a great regard for something one's built –or rebuilt– oneself.

At this 50th anniversary mark the GAZETTE presents a rare collection of material illustrating the great factors of adaptability and versatility that made the Model T Ford legendary. On the following pages you'll find some of the strangest, funniest, even significant photos we've ever published, all pointing up the things that made the Model T what it was. If you don't own a Ford now this should convert you!

A 1926 Snowmobile.



The Ford in its primary role. Ken Kinnear's 1914 Model T fording a stream near Corvallis, Oregon.

A repair shop on wheels, 1910.

CONTINUED ON NEXT PAGE

Bringing in the hay, 1910.

A tractor conversion in 1916.

The Ford on the Farm

THE gasoline motor is slowly but surely pushing the horse into the background and even the duties of the horse in the field are being worked out by motor power. It is the light car that is in greatest demand by the farmer—a car that will quickly take him from place to place; have the power necessary to take him over all conditions of country roads and yet be of little outlay in expense to him. The Model T Ford is just such a car that meets the requirements of the farm, and according to our sales records, it is to farmers that a larger proportion of Ford cars were sold during the season 1910. And they have been using them for every conceivable purpose. Pictures of Ford cars drawing road drags, pulling the ploughs in the fields, furnishing the power for threshing machines, grinding grain for the market, have been received by us and have from time to time been shown in the Ford Times. One Ford owner uses the power in the T motor for sawing wood for his fireside, another uses it for power in house cleaning, having attached a belt from the wheels of his car to a vacuum cleaning machine. Still another uses a T touring car for hauling his hay rack from the fields to the barn where the hay is unloaded.

But best of all is the feat that Mr. Gilcrest of Gatesville, Tex., recently performed with his Ford Roadster—that of pulling tree stumps from an old pasture field on his farm. Mr. Gilcrest after fastening a stout chain to the stump and attaching it to the front axle of his car, merely threw in the reverse power of the car, and after a few steady pulls the stump was drawn from its foundation. Considering that the stump measured forty-five inches in circumference and was set two feet deep in the ground, the stunt of withdrawing it by automobile is quite a boost for Model T engine power.

And these are only a few of the instances that show only too well that the automobile is here to stay. That it is a necessity for farm use, as the farmer not only uses it for pleasure but for his work, where heretofore the horse seemed his inseparable helper. It is only a matter of time now before the horse will be only an object of curiosity on the domain of the up-to-date farmer.

Ford power used to grind grain, 1910.

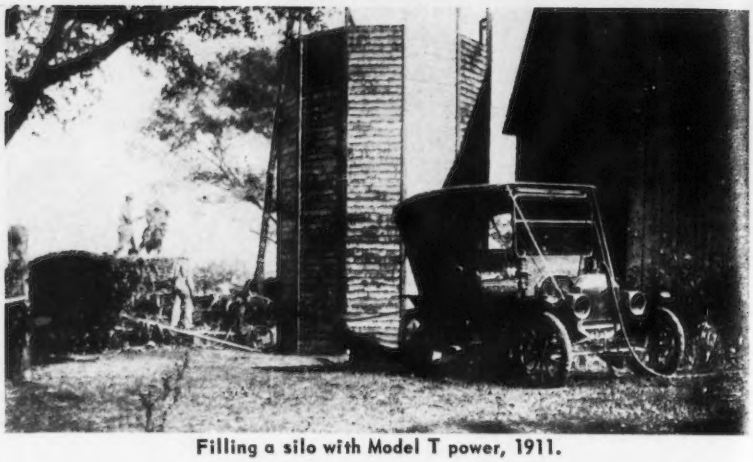
Note the child in the back seat!

These Minnesota woodsmen jacked up a rear wheel, placed a belt over the tire, and had a portable sawmill.....1912.

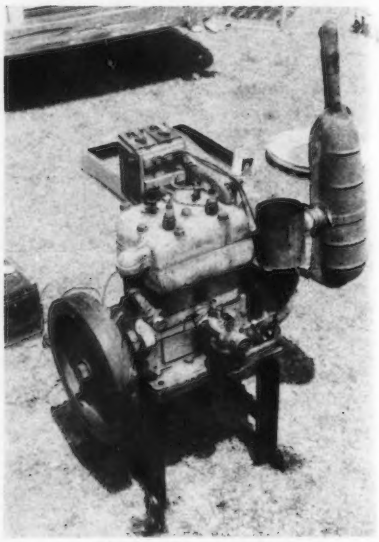
CONTINUED ON NEXT PAGE

FORD CONTINUED

THERE was a fair matron named Molly,
Whose husband was often too jolly,
"I would fly from his board
Did he not own a Ford,"
She said; "that redeems all his folly."



Filling a silo with Model T power, 1911.



The "Half-a-Ford."

Bringing in the Pelts

F. G. BASSETT is a hustling business man of Dillon, Montana, and his ability to grasp at progressive ideas is shown in the picture above.

As a matter of fact, Mr. Bassett is a dealer in wool and hides, and of late years, the hustling Ford car with its trailer has become a familiar object on the roads leading to and from Dillon. The Ford is a 1912 model and has been driven continuously and hard for four long seasons.

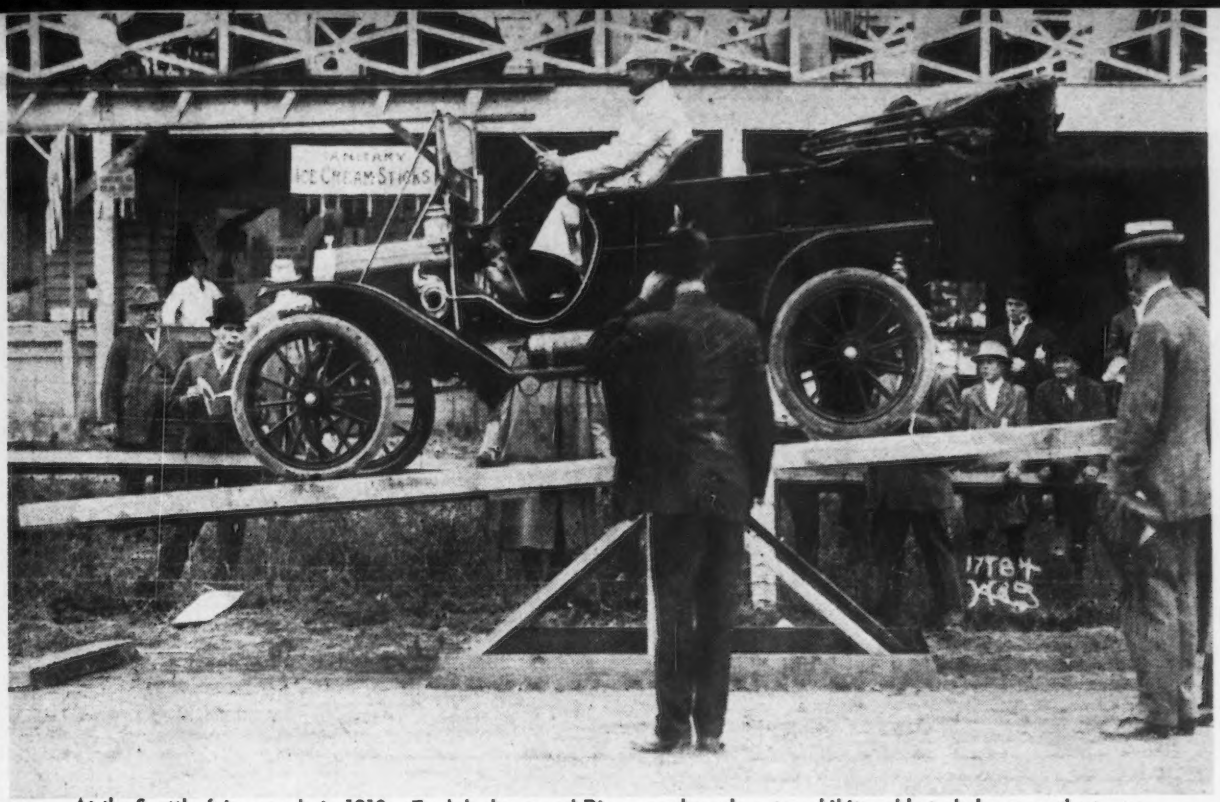
In many portions of Montana, and down in Beaverhead county, of which Dillon is the county seat, a goodly share of the real estate is pretty much on end, and is best suited to grazing. This doesn't apply to all the land, for some excellent farming country is found in Montana. The point is that hundreds of thousands of head of live stock roam over the pastures.

Where the population is scattered and the going difficult, there is apt to be a scarcity of railroads. And that's where Mr. Bassett and his trailer come in.

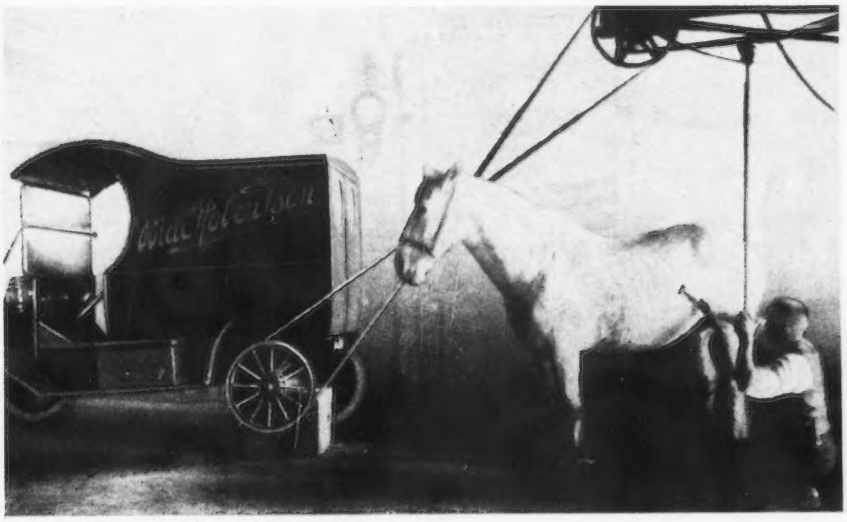
Some fine morning the Bassetts depart from Dillon in the Ford, with the trailer swaying in the rear. After driving several hours, perhaps a ranch is discovered in a little valley. A short pause, and a lot of pelts are loaded into the trailer. Then the Ford is away for the next ranch, like a bee in a flower bed.

When the load is complete, the car is turned toward home. As soon as the load has been deposited in Dillon, the party are away for a similar trip in another direction. The load shown in the picture weighs 1,800 pounds. Mrs. Bassett is at the wheel, and they say she takes the Ford car where many men drivers wouldn't dare to follow.

Ford Times



At the Seattle fair grounds in 1910 a Ford dealer named Rice was the only auto exhibitor able to balance on the teeter.



Ford Barber Does Rushing Business

"NEXT!"

The *Model T* barber was doing a land-office business. It was in the equine tonsorial emporium of the MacRobertson Confectionery Company at Melbourne, Australia, bright and early one Sunday morning.

Another draft-animal ambled up, took its place under the barber's instruments, head and tail keeping up a monotonous warfare with the flies.

"Purrr-rr-r," sang the motor of the *Model T*.

"Zzz-zz-z," chanted the clippers.

Hair flew thick and fast. Soon the job was completed.

CONTINUED ON NEXT PAGE

FORD CONTINUED

The Ford in Winter

Equipped with tracks for work in the North woods, circa 1923.

Edsel Ford's ice boat. Speed: 70 MPH.

Traveling Under Difficulty

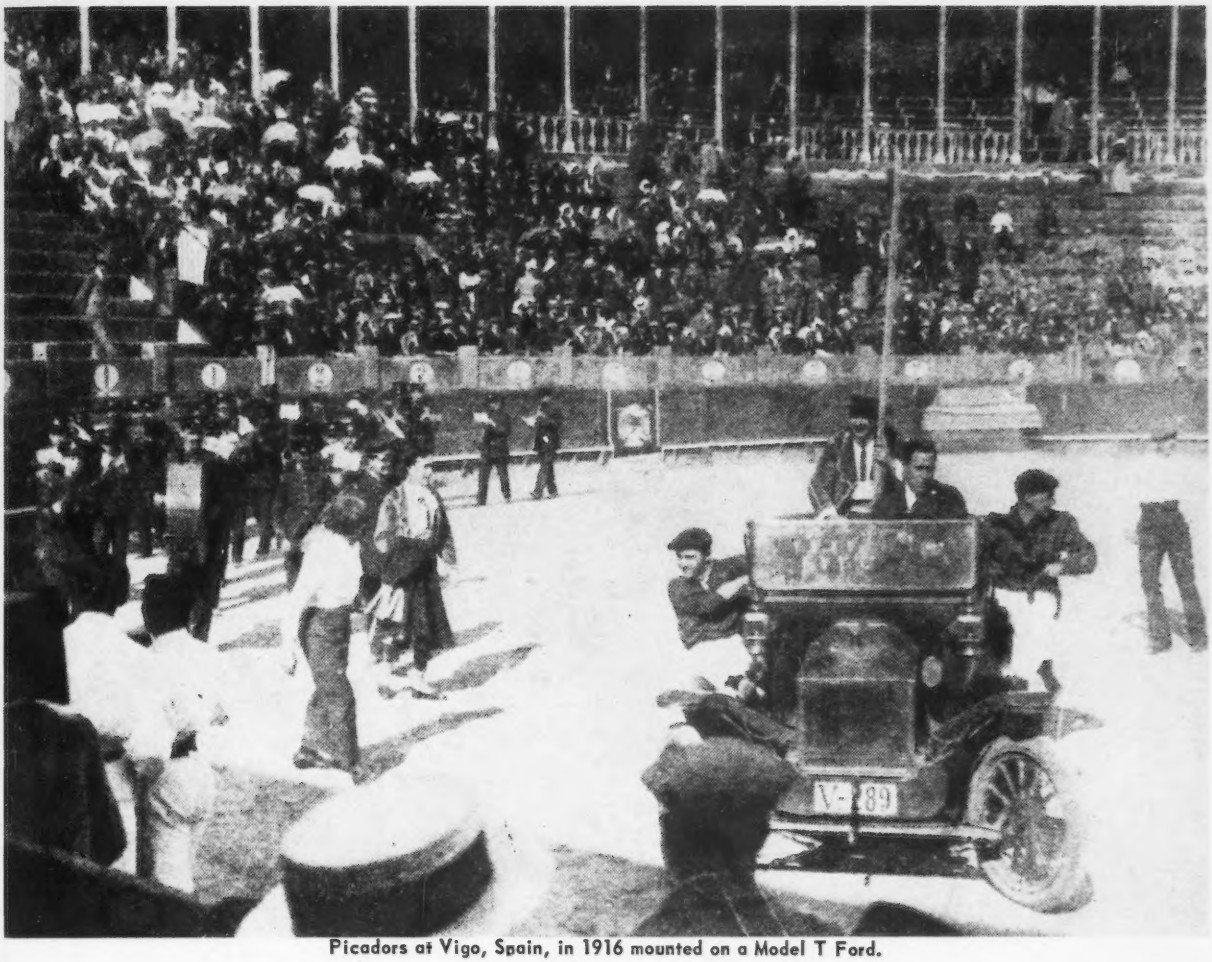
THE Ford Roadster owned by Mr A. B. Foote, of Grass Valley, Cal., won the Tahoe Tavern Cup for being the first car to cross the Truckee Summit in 1911. It will be noted that traveling was rather rough, the deep snow on the mountain sometimes requiring the aid of big snow shoes fastened on the wheels of the car to keep it from sinking into deep troughs.

Plenty of strong rope and tackle were taken on the trip for pulling the car out of the deep sink holes which were often encountered.

During one part of the journey it was necessary to pull the car across a treacherous mountain stream, by stretching a heavy rope over the water and pulling the car across on pulleys.

At no juncture of the trip was progress made without the aid of thick ropes binding both front and rear wheels.

Mr. A. B. Foote and companions binding the wheels of his Ford Roadster with heavy rope, preparatory to making a trip up the snow covered sides of one of California's big mountains



Picadors at Vigo, Spain, in 1916 mounted on a Model T Ford.

A tourist bus running between Daytona and Delano, Florida, in 1914.

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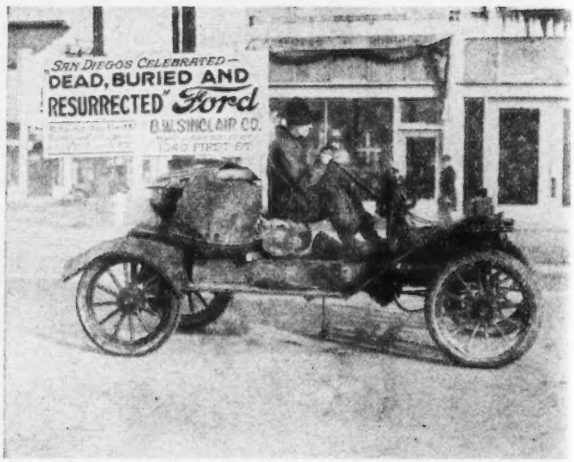
Model T runs after six years in San Diego river



Dug up in 1917, the Ford pictured was found with wooden parts rotted, but there was gas in the tank and the engine started readily after new wiring was installed.

"Graphic and News," Greenwich, Conn., prints paper with Ford power.

Ford Car Runs Printing Press

"Tuesday, the day on which the edition of "The Graphic and News" is published, there was no electric power available owing to storm damage, and as a result, the entire mechanical part of the plant was crippled. The staff was in a quandary and every effort was made to secure an engine of sufficient power to turn the wheels and make possible the printing of the paper. But to no avail.

"Manager Shea, of the Dutee Flint automobile agency, was then called in and provided a Ford touring car. In less than an hour the little machine was connected with the shafting in the mechanical department by means of a belt running from a rear wheel of the car in through a window to a pulley on the shaft which controls the press and other machinery. After it had been started and warmed up, the powerful little motor drove the whole plant without a hitch.

"The performance of the splendid little Ford engine is considered remarkable by everyone, automobile owners and mechanics included. It is difficult to provide an impossible task for the Ford car."

Ford News
February, 1916.

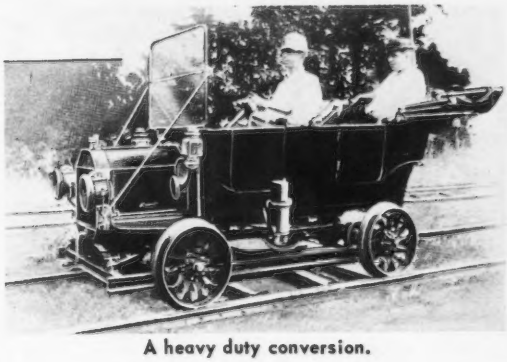
Cheaper to Run a Ford than to Buy Shoe Leather

ONE of our New Hampton, Iowa, Ford owners tells of a new way of figuring out Ford car economy. Mr. H. R. Worrall has driven a Torpedo Runabout over one thousand miles, using 51 gallons of gasoline, costing $5.56. Oil and grease amounted to $1.05, and carbide for his generator $0.45. His only repair bill on the car in the 1000 miles was 75 cents for one puncture, making a total expense of $7.71 for the distance covered.

Before purchasing the car, business required that he walk an average of 5 miles a day, or a monthly rate of 150 miles. A pair of $4.50 shoes lasted Mr. Worrall about three months, in which time he covered 450 miles. This makes a net cost of one cent per mile for shoe leather, or a total cost of $10.00 for every thousand miles walked, against $7.71 for the same distance traveled by the Ford route. "No reason why I should walk when I can save money by riding," says Worrall.

Look close and you can see a Ford as the basis of the #1 express of the Elkin & Alleghany Ry, c. 1920.

Fords on Rails



A heavy duty conversion.

Forest Ranger's Patrol in the California Sierras.

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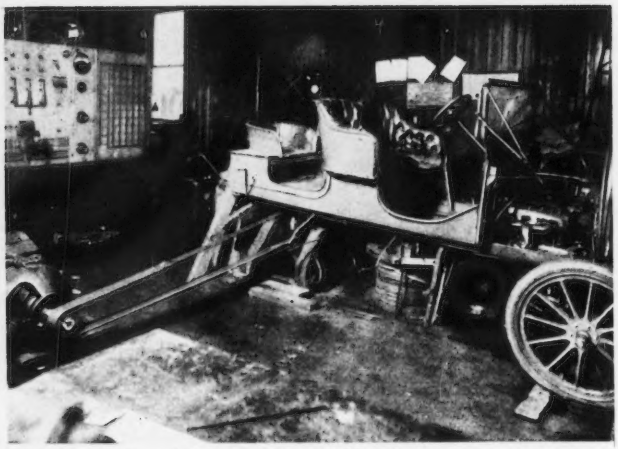
Indiana Harbor Belt R.R. inspection car, 1915.

FORD CONTINUED

Telephone linemen using the T to check lines.



How a Ford Kept the Telephones in Service

COMMUNICATION was provided in rather a novel way by a *Ford* during the recent Ohio river floods. A *Ford* car was connected up with a large generator and for ten days furnished the power to keep in operation the many telephones of the Paducah Home Telephone and Telegraph of Paducah, Ky.

A *Model T* Runabout was jacked up and the rear axle and differential removed. The auto's shaft was placed in a one-inch boxing and a ten-inch pulley placed on the shaft. A six-inch pulley was used on the shaft of the generator. With this arrangement the power plant was operated very successfully for ten days.

The engine in the car was running at an average speed of forty miles per hour for ten days and made enough revolutions to have covered 4800 miles had the car been running. The engine was kept in operation twelve hours per day. It did not once refuse to run nor was it at any time overheated.

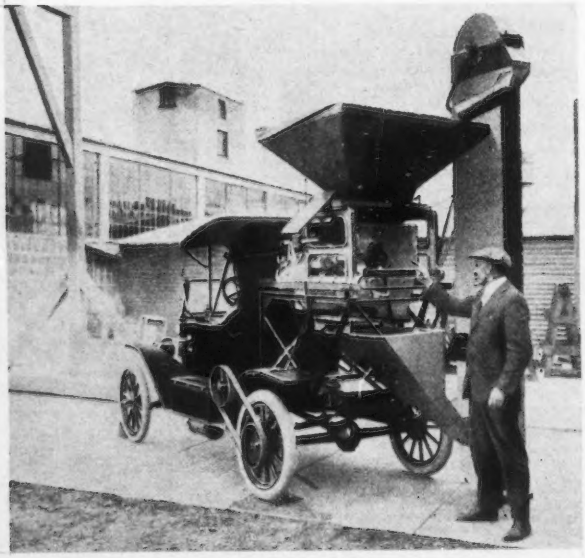
Many of the subscribers in the vicinity were marooned and the telephone was the only means of communication with the outside world.

The runabout used was three years old and had been run about 55,000 miles. It is none the worse for the strain put upon it during flood relief services and is in constant use every day.

*

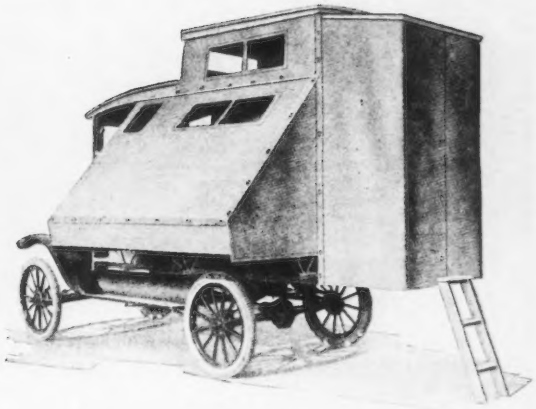
After all, the Ford is the best family car. It has a tank for Father, a hood for Mother, and a rattle for Baby.

*



Demonstrator unit of the Richardson Scale Co., Passaic, New Jersey.

A '17 Model T chassis in use as a hoist; the differential must have gotten a work-out!



The Tourists' Camp Body fully opened.

A Texas couple on a cross country trip, 1917.

Forty workmen piled on this rig used by a San Luis Obispo, California, contractor in 1915. Pulling an old stage coach and it's three-ton load, the Ford made two trips daily over rough country roads.

A portable quick-lunch counter, 1912.

The fleet of Jitneys operating on the Atlantic Blvd. run in Long Beach, California on October 4, 1915. Six 1914 Fords, three 1915 models, and a lone 1915 Chevrolet (second from right) are shown. The author, W. F. Mason, is shown fifth from the left.

The Origin of the JITNEY BUS

BY W. F. MASON

In April of 1914 my family and I arrived in Long Beach, California, from Kentucky aboard the Salt Lake train, and while inquiring for transportation to our local destination we were told that a man was running a Model T Ford as a bus for a 5¢ fate, or a "Jitney" as some persons then called a nickel. This was the first I'd heard of what must have been California's first Jitney bus. It was started by James H. Kuykendall in the Spring of 1914; he had previously run a Jitney in Phoenix, Arizona, that was probably the nation's first.

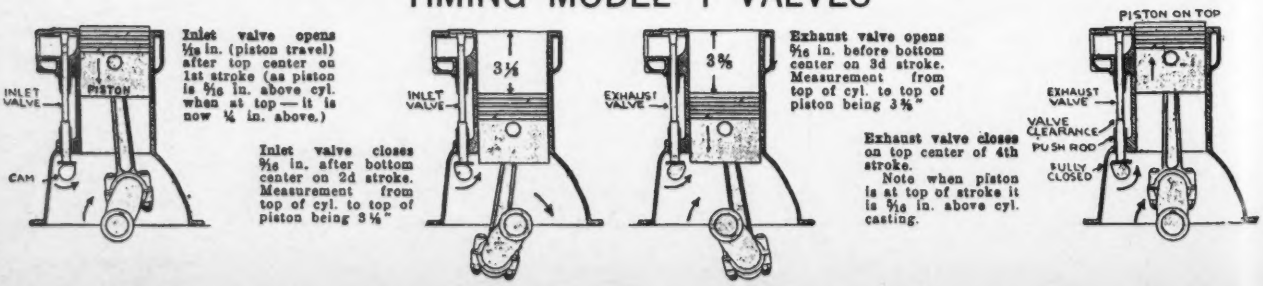
In May of 1914 I bought a "demonstrator" Model T Ford touring car from the Freeman A. McKenzie Ford agency (still in business!), paying $550.00 for it plus $20.00 for state vehicle and chauffeur licenses. After learning how to "herd" the car along the street after a fashion all on my own, on the morning of June the first I presented myself and car to the astonished natives at Hill Street and Atlantic Blvd. ready to haul at 5¢ a head any and all that offered to risk it, children under six free. There were already four men on the job there, yet there was work for all of us. One of the four, Harry Drake, later went to Los Angeles and started what is thought to be the first Jitney service there. My receipts for the first month amounted to $212.25 which, after expenses, compared favorably with the then current pay of other jobs at $12 to $25 a week. Incidently, my daily mileage sometimes was close to 200 miles; other days it was only 70 or 80.

Naturally, many others were attracted to the business, and soon seven lines were operating in Long Beach. The Jitney service was without schedule and very irregular, every driver ran whenever and whereever he pleased, though there was a loose arrangement that we take turns in our trips from downtown to the residential areas. Sometimes there were too many Jitneys and sometimes too few. To remedy this the City passed an ordinance requiring every Jitney driver to procure a city license, and this was followed by other laws requiring all operators to carry insurance for their passengers, to operate only on specified streets, and to limit the number of persons each car could carry at one time. The limit was six adults, but overloading was common and some drivers boasted of carrying 12. I had the tops of my Ford's rear doors padded so my passengers could sit there when I had a full load.

The streetcar lines didn't like the Jitneys, and tried various practices to discourage them. One day they left 40 cars in the barns as a demonstration to the public, but this only helped the Jitneys. To bring more stability to the Jitney operations, in November 1916 a partnership was formed and for $6500.00 received a franchise from the city giving them exclusive use of the three most important routes for ten years. This organization, through various mergers, was the beginning of the present municipal bus service in Long Beach. I sold out my Jitney business to the new organization, and worked as their Traffic Manager for a few years.

The Jitney had its faults, but it was cheap and fast, and was the start of an up-to-date transportation system in many cities. I am proud to have had a part in the beginning of it.

TIMING MODEL T VALVES



Ford Facts

ENGINE DIMENSIONS AND CLEARANCES

CYLINDER BORE	3.750 INCHES
PISTON DIAM. AT SKIRT	3.748 INCHES
AT TOP RING	3.738 INCHES
WRIST PIN CLEARANCE	0.001 INCHES
PISTON STROKE	4 INCHES
CRANKSHAFT END PLAY	0.004 MAX.
VALVE CLEARANCE	0.022–0.032 INCHES
VALVE LIFT	7/32 INCHES
VALVE SPRING TENSION	18–22 LBS.
CAMSHAFT BEARING CLEARANCE	0.002 MAX.
TIMING GEAR BACKLASH	0.002–0.005 INCHES
CRANKCASE CAPACITY	1 GAL.

MISCELLANEOUS CHASSIS DETAILS

FRONT WHEEL CAMBER	3 DEGREES
TOE-IN	1/8–¼ INCHES
CASTOR	5½ DEGREES
REAR END GEAR RATIO	3–7/11:1
GREASE CAPACITY	1¼ LBS.
GEAR CLEARANCE	0.002–0.010 INCHES
TRANSMISSION TRIPLE GEAR BUSHING CLEARANCE	0.002–0.005 INCHES
CLUTCH SPRING LENGTH PROPERLY ADJUSTED	2 INCHES
WHEELBASE	100 INCHES
TRACK (NORTHERN)	56 INCHES
(SOUTHERN)	60 INCHES

ORIGINAL FORD COLORS

1909–1913: BLACK, RED, GREEN BLUE, PEARL GRAY, FRENCH GRAY.
1914–1925: BLACK.
1926–1927: BLACK, BLUE, GRAY, BROWN.
FENDERS BLACK JAPAN THROUGHOUT.

FORD PUBLICATIONS AVAILABLE

From Floyd Clymer Publications, 1268 S. Alvarado Street, Los Angeles 6, California: HENRY'S WONDERFUL MODEL T, $5.95. Model T SCRAPBOOK, $2.00. Biography of HENRY FORD, $3.00. Model T MANUAL, $1.50. 1910 Souvenir Booklet, $1.00. 1912 Ford CATALOG, $1.00. MODEL T MEMORIES, $2.00. MODEL T OWNERS' HANDBOOK, $6.00. MODEL T TIRE BOOK, $1.00. Write for FREE Catalog.

From Dan Post Publications, Box 897, Arcadia 4, California: MODEL T IN SPEED AND SPORT, $3.00. MODEL T FORD SUPPLY (complete reprint of key accessory and parts catalogs), $2.00.

From Polyprints, 88 First Street, San Francisco 5, California: MODEL T SHOP SERVICE AND REPAIR MANUAL, $5.00. Also other manuals and booklets; write for complete list.

Piece Cost

of a $393. Model T Ford

From the WALL STREET JOURNAL, February 5, 1923.

REAR AXLE ASSEMBLY	$60.00
FRONT AXLE ASSEMBLY	21.84
WHEELS	43.52
FRAME	13.00
GAS TANK	9.29
MOTOR ASSEMBLY	88.78
COMMUTATOR	1.33
MAGNETO	21.55
TRANSMISSION	35.00
TRANSMISSION COVER	3.59
TRANSMISSION CONTROL	19.65
STEERING GEAR	12.85
BODY PARTS	23.34
BODY	80.00
SPRINGS	16.26
STARTING CRANK	1.22
RADIATOR	17.72
RADIATOR FAN	2.97
MUFFLER	6.25
HOOD	7.15
CARBURETOR	6.36
FENDERS	17.68
RUNNING BOARDS	12.20
SWITCH	3.03
AMMETER	1.00
WIRING	8.51
CUT-OUT	1.10
STARTING MOTOR	16.00
GENERATOR	16.00
BATTERY PARTS	2.63
BATTERY	23.50
SPARK PLUGS	2.40
ELECTRIC HORN	3.00
ELECTRIC HEADLAMPS	7.74
TAIL LAMP	2.58
TOP	25.00
WINDSHIELD	15.50
COTTER PINS	.60
TIRES	39.00
SET TOOLS	5.00
Total retail price:	**$694.13**

Relation of Speed of Engine to Speed of Car.

Eng. speed per min.	mi. per hr. reverse	mi. per hr. 1st speed	mi. per hr. high speed
500	3.892 -|-	5.589 —	12.295 -|-
600	4.761 -|-	6.706 —	14.754 -|-
1000	7.784 -|-	11.178 —	24.590 -|-
1500	11.676 -|-	16.767 —	36.885 -|-

IS YOUR TANQ FULL?

A fellow who drove a Darracq
Went into a race on a tracq
When he ran out of juice
He exclaimed, "Oh! The duice,
My chances look horribly blacq."

The Darracq owners are out of luck, but for the ubiquitous Ford Model T enthusiasts the GAZETTE staff has contrived a portable gas gauge that should be a useful device. Just cut out the accompanying drawing, securely glue it on a stick of wood (the stirring sticks given away by paint stores work admirably), and give it a few coats of shellac.

Model T in production again !

Sandwiched between two '59 Fords, the 1909 Model T makes steady progress along the New Jersey Ford plant's assembly line. Two large hammers on running board appear to be only assembly tools required.

Ford Motor Company celebrated the 50th anniversary of the Model T by reassembling a 1909 model at their Mahwah, New Jersey, factory. The car, in the rough, was purchased from John Skaff of Flint, Michigan. The two-lever machine (No. 839 of 10,607 built that year) was originally sold to a Richmond, Virginia family who drove it until 1930. It remained in storage until two years ago, passing through two owners before John Skaff acquired it.

New wheels, tires, fenders and upholstery were required, but Ford factory mechanics were able to rebuild most mechanical components. The restored vehicle is now displayed at the Henry Ford Museum in Dearborn, Michigan.

Irving Nelson drives the "new" 1909 Ford off the assembly line.

YOU NAME IT

Allen Graf says this early accident occurred near Cedar Rapids, Iowa, but can't identify the car. Here is one for those hammer-and-wrench members who know the bottom of a car better than the top. We'll give a copy of LIVE THEM AGAIN (privately published by TIME) to the first three logical answers.

REGIONAL GROUP HIGHLIGHTS

Hartford County (Connecticut) regional group has held an end-of-the-season awards banquet, topped by the presentation of a gold cup to Chuck and Gladys Walker for the greatest contribution to the club during the past year. President Win Smith also gave awards to Walt MacGregor (best attendance at meets), Al Jackson (best attendance with his car) and Lew Hopley, who took the consolation prize for his bad luck with loose wheels during the Summer.

Kansas City old car fans turned out 90 strong for a year-end dinner-dance celebrating the 10th anniversary of their Regional Group. Visitors from Kansas, Georgia and Nevada were there.

Southern Ontario (Canada) member Lloyd Lautenschlager has won that group's award for the best restoration of 1958. At their annual Christmas party he was awarded an impressive cup for his job on the 1914 Ford touring car. Runners-up were Ross Deller (1914 Ford) and Roy Fleischauer (1917 Maxwell).

Georgia enthusiasts have joined the ranks of those who have special license plates for their cars. Pictured here is State Senator Foster presenting plate No. 100 to Tommy Protsman of Atlanta. The car is Protsman's 1917 Economy.

ANTIQUE CAR AUCTION

May 16th, 1959

BURD'S ANTIQUE CAR MUSEUM

LOCATED BETWEEN WATERLOO & CEDAR FALLS, IOWA

HWY 20

HAVING CLOSED MY MUSEUM TO THE PUBLIC, I AM OFFERING ABOUT 30 ANTIQUE CARS TO THE HIGHEST BIDDER. A COMPLETE LIST OF THE CARS TO BE SOLD TOGETHER WITH MINIMUM PRICES ON THE MOST VALUABLE ONES WILL APPEAR IN A FULL PAGE AD IN THE NEXT HORSELESS CARRIAGE ISSUE.

Write for sale bill which will be ready for mailing in March. Sale to be conducted by licensed auctioneer.

HARRY E. BURD, 519 Washington St., Waterloo, Iowa

Great Falls, Montana, enthusiasts have recently completed a 100-mile tour through the Bitter Root Valley area. With activities centered at Missoula, 25 cars successfully made the trip. Pictured is the W. H. Blomgren family under way in their 1917 Ford.

COMING SOON!

6TH

MAY 7th - 8th - 9th - 10th

TEXAS TOUR

In the Heart of the Hills, Kerrville, Texas

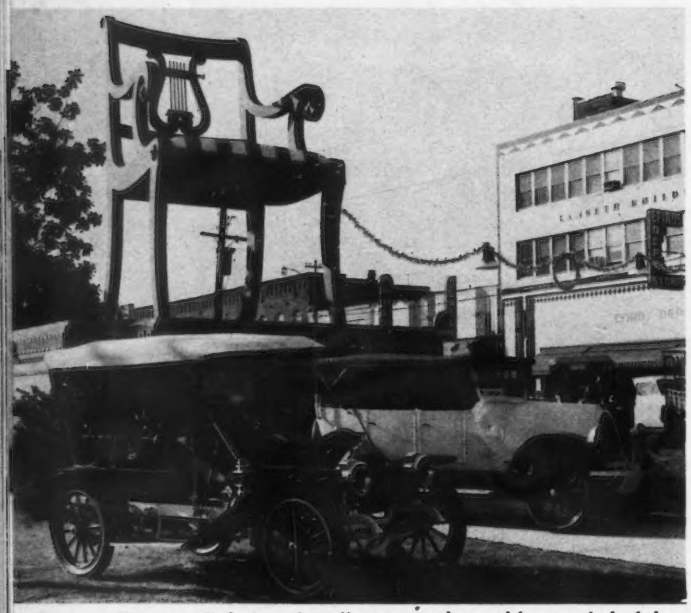
Sponsored by the Alamo City Regional Group

For application blanks and full information write

Dan Dreeben
302 Barbara Drive
San Antonio 12, Texas

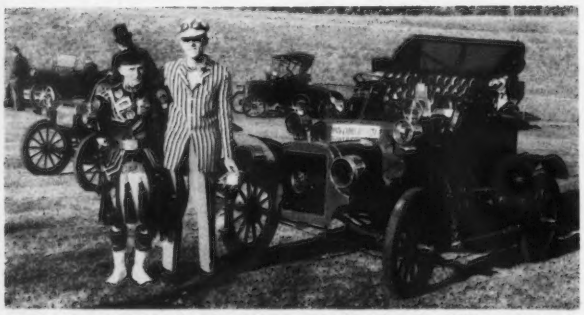
North Carolina FALL MEET

by David R. Hinkle

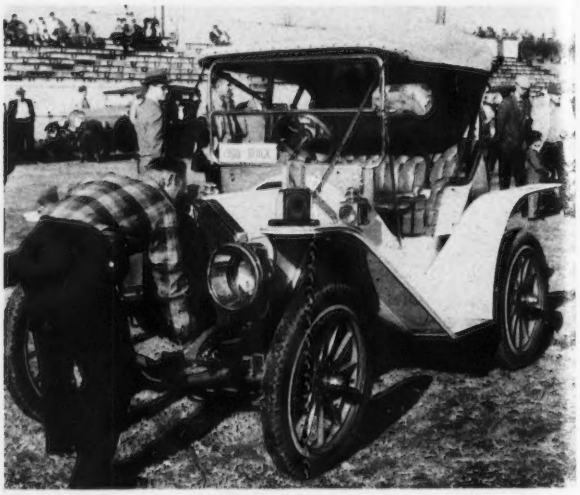


Thomasville's big chair (largest in the world; a symbol of the city's principal industry). In foreground, Paul Jones' 1909 Pullman and Stokes Hepler's 1923 Franklin.

Herb Payne's light-colored 1909 Ford in center was winner of the Ford cranking race.



Bagpipes of Jack Smith, Sr. spurred Smith Jr's 1906 Cadillac on to win the one cylinder race.



Charlie Coughenour's 1908 Buick won the pre-1910 cranking contest for four cylinder cars.

Participants in the women's costume competition.

In late November 75 Members of the North Carolina Regional Group arrived in Thomasville, N. C. with their families and their antique cars for their first State–wide Fall Meet, held in conjunction with the Annual "Piedmont Festival". Registration began at 4:00 P. M. Friday afternoon and car judging for 18 categories with several subdivisions took place that evening. While the judging was underway the club members attended the Piedmont Festival Pageant where "Miss Piedmont" was selected, and crowned by Miss Mary Ann Mobley, 1959 "Miss America." After the pageant the H.C.C.A. Members and their wives were invited to a reception at the home of Fall Meet Chairman Dave Hinkle.

The Saturday Morning parade of 137 units, including more than 70 antique autos was led by Club Member C. H. McFarland and his ancient Calliope. H.C.C.A. Members in costume with their antique autos had everything else out numbered and caused no end of pleasing comments and enthusiastic interest to the crowd of nearly 75,000.

Following the parade, a barbeque lunch was served at the recreation center in Memorial Park with bagpipe entertainment by Jack H. Smith Sr., father of club members Jack and Douglas Smith of Winston Salem. The Thomasville Antique Auto Club was host for the lunch, which was enjoyed by more than 160 H.C.C.A. Club Members and their families.

After the lunch with an abundance of hot coffee the meet participants were ready to face the cool fall breeze again, and anxious to get the Antique Car Show under way. Trophies to 1st place winners and ribbons to 2nd and 3rd place winners were awarded at the end of each event. Several cranking contests, a costume competition and a race between three one cylinder cars were the big events. Participation in the events was thoroughly enjoyed by the members as well as by a large number of spectators who came to get a closer look at the many interesting cars. Between Auto events E. H. McFarland provided appropriate music with his Calliope.

The highlight of the Fall Meet was the awards banquet followed by a business meeting where new officers were elected for 1959. After the dinner Chairman Dave Hinkle introduced Chamber of Commerce President Robert C. Huss, who made the welcoming address and presented Club President Fred Long with a standard–size replica of Thomasville's famous Big Chair. Handsome trophies for outstanding service were presented to 1958 President Fred Long, Secretary R. A. Gibbs, Tour Chairman Hal Allen, and Stokes and Gladys Hepler, Editors of the "Spark Plug Dittie."

After entertainment and a drawing for several door prizes the results of Friday night's judging were announced and trophies presented to 37 first place winners and ribbons to 2nd and 3rd place winners. The Trophies were made from native black walnut and curly maple with a Horseless Carriage Club Emblem on the lower section and a heavy brass plaque on upper portion with an etched figure of the Thomasville "Big Chair" along with appropriate inscription. A handsome brass dash plaque properly inscribed was also given each entry.

Following the banquet and a 15 minute intermission a business meeting was called and an election of officers for 1959 was held. The following officers were elected:

O. A. Corriher, Landis, N. C. – President. James Freeland, Hillsboro, N. C. – Vice–President. R. A. Gibbs, Greensboro, N. C. – Secy.–Treasurer.

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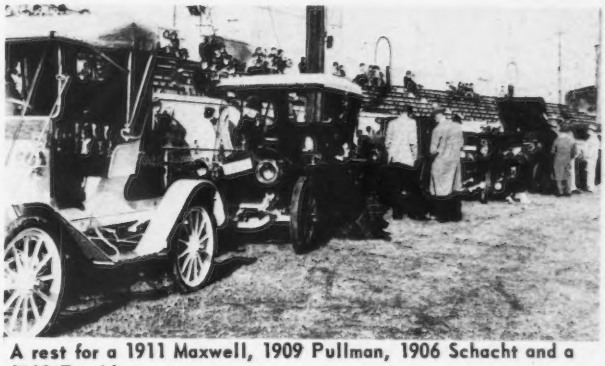
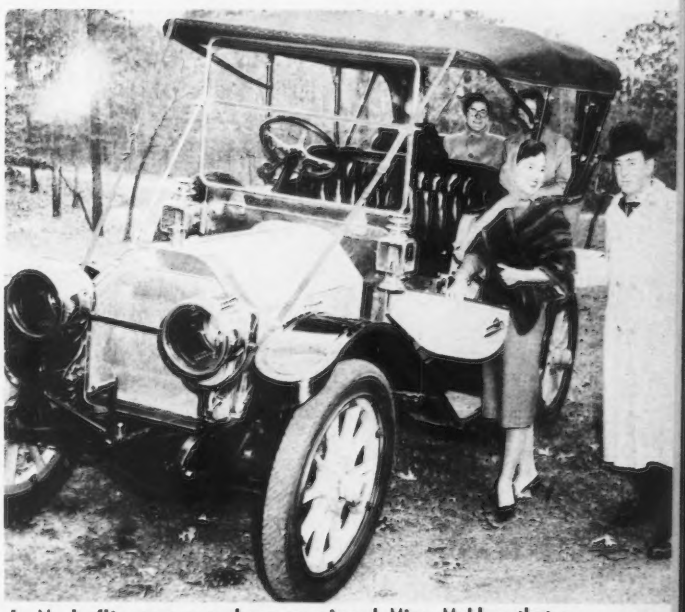
Mary Ann Mobley, 1959's Miss America, appears reluctant to climb aboard Paul Jones' 1904 Olds. Meet Chairman Dave Hinkle at right.



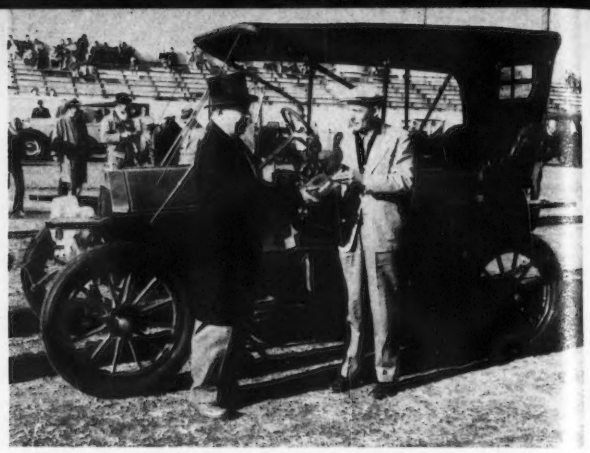
A rest for a 1911 Maxwell, 1909 Pullman, 1906 Schacht and a 1908 Franklin.



J. M. Loflin seems to have convinced Miss Mobley that a 1909 Olds is the car for her.

NORTH CAROLINA

Fall Meet CONTINUED



Meet Chairman Dave Hinkel presents the top award for the 1910–12 four cylinder cranking contest. Winning car is Hal Allen's 1910 Overland.

Awards

J. T. LESLIE	1915 FORD TOURING	BEST COSTUMED CAR
DOUGLAS SMITH	1906 SCHACHT	BEST RESTORED HIGH WHEELER
C. F. FARLEY	1904 OLDSMOBILE RUNABOUT	MOST ORIGINAL – 1 CYL.
GEORGE HANCOCK, JR.	1905 CADILLAC TOURING	BEST RESTORED 1 CYL.
JACK SOUTHERLAND	1911 MAXWELL RUNABOUT	BEST RESTORED 2 CYL.
LINDO HARVELL, JR.	1908 FRANKLIN RUNABOUT	BEST RESTORED 4 CYL. AIR COOLED
JACK H. SMITH, JR.	1908 FRANKLIN RUNABOUT	2ND BEST RESTORED 4 CYL. AIR COOLED
E. P. HETTIGER, JR.	1908 HUPMOBILE RUNABOUT	OLDEST 4 CYL. CAR
J. M. LOFLIN	1909 OLDSMOBILE TOURING	MOST ORIGINAL 4 CYL. BEFORE 1910
J PAUL JONES	1909 PULLMAN TOURING	BEST RESTORED 4 CYL. BEFORE 1910
DR. GEO. O. CREED	1911 CASE TOURING	MOST INTERESTING 4 CYL. 1910-1911
HAL ALLEN	1910 OVERLAND TOURING	MOST ORIGINAL 4 CYL. 1910-1911
CLARENCE COUGHENOUR	1910 MAXWELL TOURING	BEST RESTORED 4 CYL. 1910-1911
ELMER O. KEARNS	1912 MARMON TOURING	BEST RESTORED 4 CYL. 1912-1915
LEO J. PUGH	1920 OVERLAND TOURING	MOST ORIGINAL 4 CYL. 1916-1920
O. A. CORRIHER	1916 STUTZ BEARCAT	BEST RESTORED 4 CYL. 1916-1920
O. A. BLACKWELDER	1921 ESSEX ROADSTER	BEST RESTORED 4 CYL. 1920-1927
W. R. REESE	1910 PIERCE ARROW TOURING	MOST ORIGINAL 6 CYL. THRU 1920
RAYMOND ROSE	1918 OAKLAND ROADSTER	BEST RESTORED 6 CYL. THRU 1920
FRED LONG	1927 PACKARD SEDAN	MOST ORIGINAL 6 CYL. 1920-1927
EARL ALLEN	1921 ROLLS ROYCE TOURING	BEST RESTORED 6 CYL. 1920-1927
STOKES HEPLER	1923 FRANKLIN TOURING	BEST RESTORED 6 CYL. AIR COOLED
C. L. VICKERS	1926 CADILLAC ROADSTER	MOST ORIGINAL – MORE THAN 6 CYL.
FRANK DOZIER	1927 CADILLAC TOURING	BEST RESTORATION – MORE THAN 6 CYL.
STEVE JONES	1926 DODGE ROADSTER	BEST DODGE RESTORATION
N. F. KEIGER, JR.	1912 BUICK TOURING	MOST ORIGINAL BUICK
LINDO HARVELL, JR.	1908 BUICK RUNABOUT	BEST BUICK RESTORATION THRU 1910
E. P. HETTIGER, JR.	1911 BUICK TOURING	BEST BUICK RESTORATION 1911-1920
A. E. BLACKBURN	1926 BUICK ROADSTER	BEST BUICK RESTORATION 1921-1927
DAVID HINKLE	1909 FORD TOURING	OLDEST MODEL T FORD
B. E. EFIRD	1911 FORD TORPEDO ROADSTER	BEST RESTORED 1908-1912
RICHARD CULP	1914 FORD TOURING	BEST RESTORED 1913-1914 TIE
CLAYTON GORDON	1913 FORD TOURING	BEST RESTORED 1913-1914 TIE
REID SHAW	1915 FORD TOURING	BEST RESTORED 1915-1916
JOE PEELE, JR.	1924 FORD TOURING	BEST RESTORED 1917-1925
J. D. MORRIS	1927 FORD COUPE	BEST RESTORED 1926-1927
DR. GEO. CREED	1916 FORD STATION WAGON	BEST RESTORED SPECIAL BODY

FROM THE PAGES OF THE GAZETTE

20 Years Ago

Art Twohy was beginning another term as President, and the big news was a Field Meet at **General Motors'** assembly plant. More than 25 cars and an estimated 200 HCC members appeared. Many of the cars there are unknown today, and present–day sleuths might do well to **try tracking down some of these:** L. W. Combs' Smith Flyer, F. A. Lydy's Owen–Magnetic, Mooshaigian's 1903 Ford, E. Pickles' 1914 National, Ray Thompson's 1914 Stanley, O. Tyron's 1910 Franklin, L. F. Wells' 1913 Chevrolet, F. Thompson's 1907 Brush, High Lanning's 1915 Ford Taxi and C. Dowen's 1913 Buick. Where are they today? **By–Laws** of the club were being written, and included four classes of membership, two of them voting; besides annual dues a **$4.00 Initiation fee** was called for. The **Financial Statement** showed revenue for the previous year of $203.41, with $70.07 cash on hand. **Printing** cost of the GAZETTE was $20.00, about 1% of the present figure. Charter member **Bob Lingo** was laid up with a broken leg suffered when a tire blew up as he was inflating it. **Cars for sale** included a 1903 Stevens–Duryea at $1500 in Arlington, South Dakota, a 1906 Queen in West Los Angeles, a 1907 Pierce–Arrow in Linden, California and a 1909 Kissel Kar at Santa Maria, California. Member John Ozmum was en route to the New York **World's Fair** in a Holsman motor buggy.

ANNOUNCEMENTS

Available free to HCCA members is a beautiful color photo of the cars in the Henry Ford Museum and an illustrated article on the complete Greenfield Village organization. It's in the August–September 1958 issue of THE NORTH AMERICAN FIELDMAN, available from Mildred McDaniel of the Insurance Co. of North America Companies, 1600 Arch Street, Philadelphia 1, Pennsylvania.

Midwest enthusiasts who've joined in the last few years are missing a good bet if they have not secured a copy of the GAZETTE covering the big rally at Beloit, Kansas, a few years ago. For details on a special bargain offer on this and other specific issues see page 3 of your new Roster.

UTAH COLLECTOR WINS CONTEST

Making big strides in only a few years, the Salt Lake City, Utah, Regional Group has won the annual HCCA publication competition with their UTAH COLLECTOR. Second place went to Southern California's COILBOX COURIER and third to DASHBOARD DITTIES, published by the Valley of the Sun (Arizona) Regional Group. Editors and staffs of these publications have the congratulations of the entire National Board of Directors and the GAZETTE staff for a fine job throughout 1958. Judging was a difficult job, but an encouraging one as the improvement in all publications was outstanding last year. Following is an alphabetical list of the top publications earning an HONORABLE MENTION in the competition:

Canadian Klaxon	Southern Ontario, Canada
Clutch Chatter	South Texas (Houston)
Duster Doings	Newport Beach, California
Drip Pan	North Texas (Dallas)
Gas Light Gazette	Bay Area, California
Hood Raisers	Central California
Horseless Herald	Santa Clara Valley, California
Radiator Core-ler	San Francisco, California
Spark Plug	Wichita, Kansas
Steering Column	Reno, Nevada

UTAH COLLECTOR

OFFICIAL PUBLICATION OF THE HORSELESS CARRIAGE CLUB OF UTAH

VOLUME 1 NOVEMBER 1958 NUMBER 8

THIS ISSUE DEDICATED TO WINTER RESTORATIONS

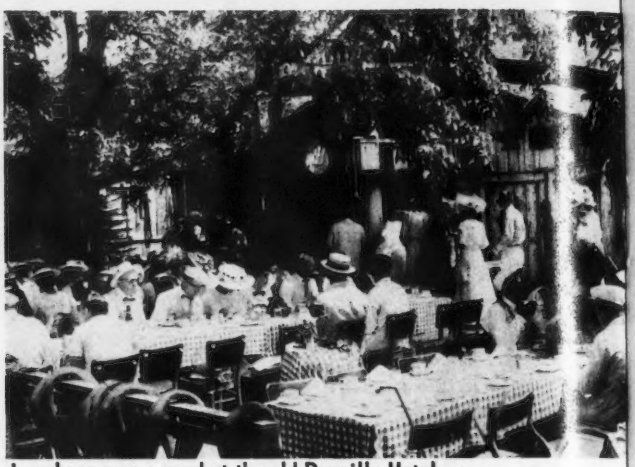
RECENT

BAY AREA ACTIVITIES

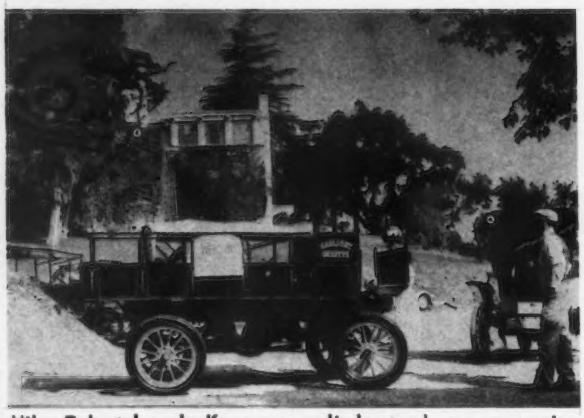
The Annual Tour, the Field Meet, and stills from the film THE HYSTERICAL AUTOMOBILE.

in photos by Mike Roberts, Stan Marquis and Dave Dupue

The cars arrived early at Castlewood, located in the beautiful panoramic setting of the Contra Costa hills.

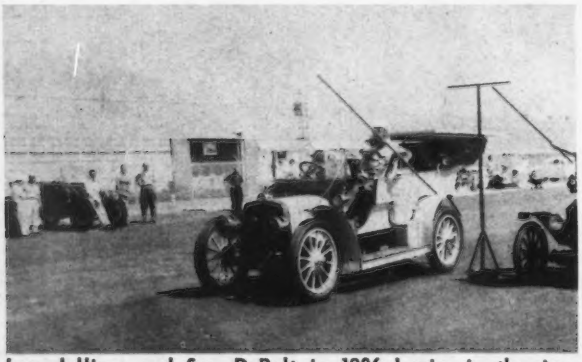


Luncheon was served at the old Danville Hotel.



Mike Roberts' early Knox one-cylinder truck was a novelty.

Harry Askham and Sue Purdom in the 1907 Maxwell.

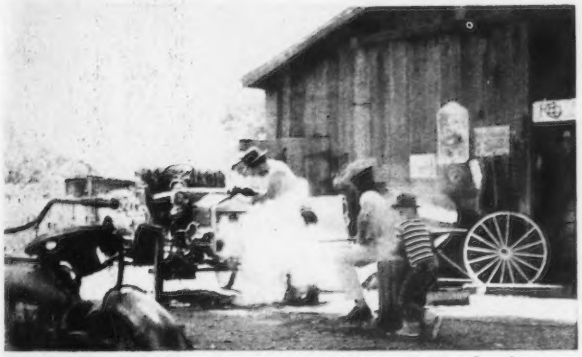


Lee Jellison and Sam DeBolt in 1906 Lozier in the ring spearing contest.

Dee Cederlind and Gene Largin getting ready for the pole vault.

Scene at Columbia, California where part of THE HISTERICAL AUTOMOBILE was made.

Powerful tobacco that blacksmith is chewing. Ben and Benjie Mozzetti.



Benjie Mozzetti trips the trigger on Harry Askham's shotgun

and blows a hole right through the Crown Jooles.

Holy smoke, the barn is on fire.

Reo comes out of the barn on its own power and scatters the fire fighters.

Clubs with a magnetic projector, and willing to pay postage both ways, may borrow THE HYSTERICAL AUTOMOBILE for showing at their meetings. Write Mike Roberts Color Productions, Berkeley 2, California.

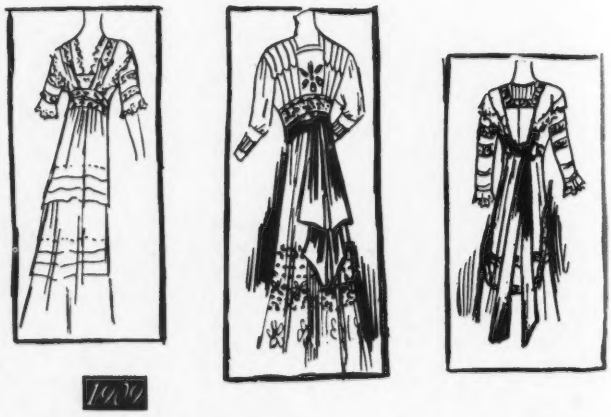
A preview of touring fashions for the coming year....Dorothy Collee, Nina States, Ellen Johnson, Dora Fife, Bernice Goodell and Lucille Ring.

Touring Fashions for '59

Contributed by Ellen Johnson.

from

L'ART DE LA MODE



1910

SIMPLE FROCKS
FOR BATISTE AND DIMITY

1907

❶ A two-piece afternoon suit with slightly trailing skirt and three-quarter length cutaway coat. The skirt is in four wide flaring gores, the side gores overlapping the front ones. Near the foot of each gore is an added section set in below the upper trimming band, giving a good deal of flare. A short side-plait is formed by the joining of the section and gore. Coat is in taffeta in a leather brown shade; skirt of lightweight broadcloth in the same shade. Skirt trimming bands of taffeta. Vest is very heavy French-Irish lace, dyed to match. Collar and cuffs are of very dark brown taffeta.

❷ A jacket suit to be made of linens, shantungs, lightweight cloth, etc. Skirt has the effect of a triple skirt, is in seven gores, trimmed with three circular bands, scalloped on the upper edge, where each band is sticked to the skirt. It fits smoothly over the hips, and flares considerably below the upper band. It is slightly gathered in the back. Jacket is in scalloped sections. Made in lavender linen, with insets of heavy Russian lace tinted to match. If made of taffeta, etc., braid could be used instead of lace or embroidery. The little straps on the vest are of braid in a darker shade of lavendar.

❸ A sleeveless outing dress to be made of flannel, serge, linen, taffeta or gingham; to be worn with a shirt-waist. The sleeveless waist fastens in the side-front. It can be stitched to the skirt to make a one-piece dress, or can be made adjustable by snap fasteners. Suggested be made in striped blue and white linen with stitched bands on the cross.

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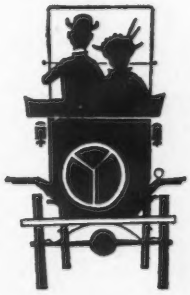


Famous collection changes hands

Art Twohy sells his legendary barnfull

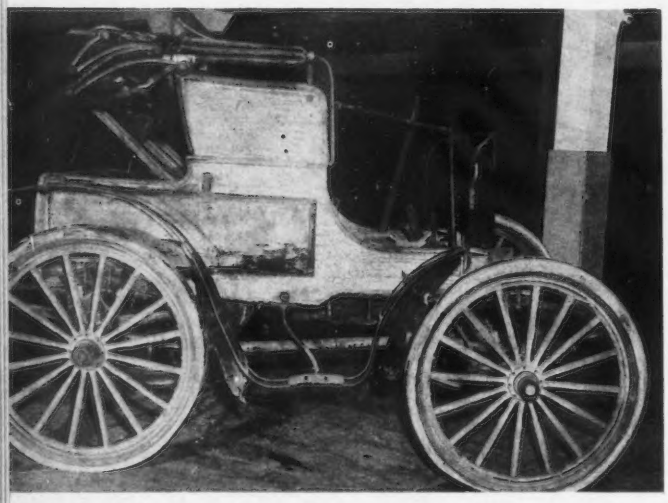
by Bill Harrah

Art Twohy and I must have had 30 or 40 deals on magazines and lamps, usually with some bargaining involved. But I never discussed cars with him until last July on a hunch I wrote and told him he'd never sold me any cars and it was about time he did. He replied right away telling me about all the cars. I didn't show much interest, and Art wrote again saying he had had notice to move out of his Burbank, California, storage quarters by December 1st.

I made a date to meet him in November to look at the cars. When I stopped by his house he handed me a list like this: 1906 Buick, 1913 Buick, 1912 Hisso, 1899 Haynes–Apperson, 1904 Haynes–Apperson, 1910 Buick, 1925 Essex Coach. I said "Let's go take a look," and we went out to Burbank where the cars were stored in an old chicken shed. He warned me to dress for it, so we climbed all over the cars with 12 years' accumulation of dirt on them.

They were in much better condition than I had expected them to be. In fact the '06 and '13 Buicks were as good as any I have ever seen of those years. When we got through looking we went outside and I said "Let's go back to your house and I will make you an offer." He said, "No, make me an offer now." I said O.K. and got out the list with his prices noted on it.

After some thought, I wrote my own figures next to Art's and showed them to him. We agreed at $1500 for the 1904 Haynes, but my other figures were about 1/2 or 2/3 of his. Art studied the list a minute and said "What's the total?" I added it up and told him $8950. He said he'd take it. Included with the cars at this price were several miscellaneous lamps, 24 early speedometers, an early wooden touring body, make unknown, a Model T Ford engine, some Stevens–Duryea blocks and a 1903 one cylinder Packard engine and radiator. This engine is No. 233; my 1903 Packard's is No. 251.

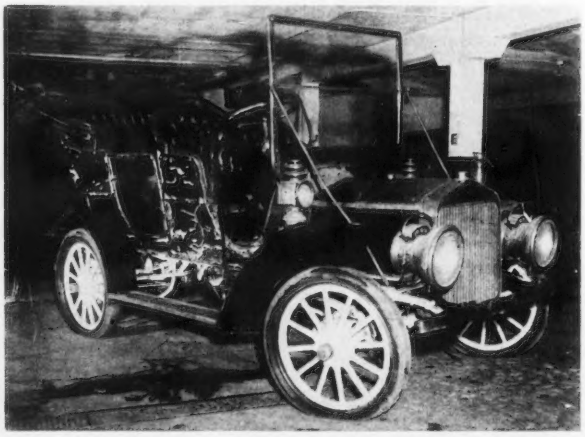


Oldest car in the Twohy collection was this extremely rare 1899 Haynes–Apperson.

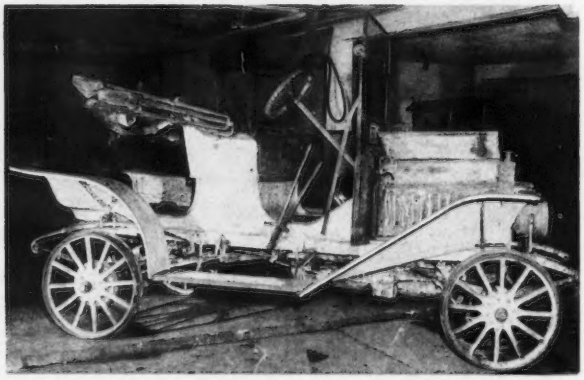
That's how it was. To some persons the price would be high and to some it might possibly be low, but to me it seemed just right and I guess it was to Art too.

One funny sidelight to the story is the Essex Coach. When I was a kid, I worked in a parking lot and Essex Coaches were new and very popular and a lot of them came into the lot. I remember how ugly I thought they were and also noted they usually had a knock in the engine. I remember thinking I liked nearly all cars, but the six cylinder Essexes I didn't like and there was one car I would never own. Well, now I have one and like it very much. It is so ugly it is cute, like the Hupp 32's.

If there is a moral to this at all, it is don't be scared of the asking price – make an offer. Or don't make an offer unless you want to buy something because it might be accepted.



This 1906 Buick appeared in numerous Hollywood movies before being placed in storage 12 years ago. Except for the scaling paint it looks ready for the road.



This 1910 Buick, rough but potentially good, went for only $500, a figure that should encourage others to make a counter-offer when they see something they like.

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May 1st & 2nd

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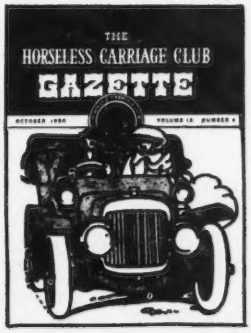

GAZETTE

back issues

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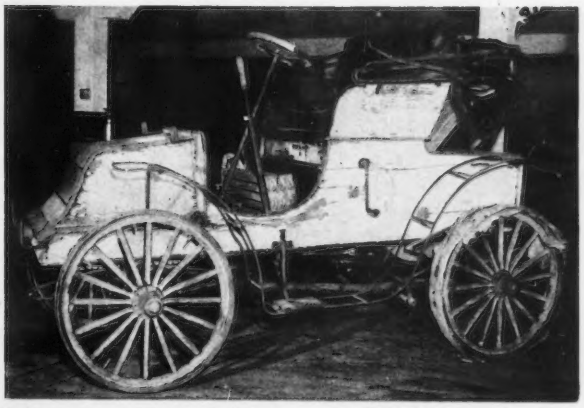
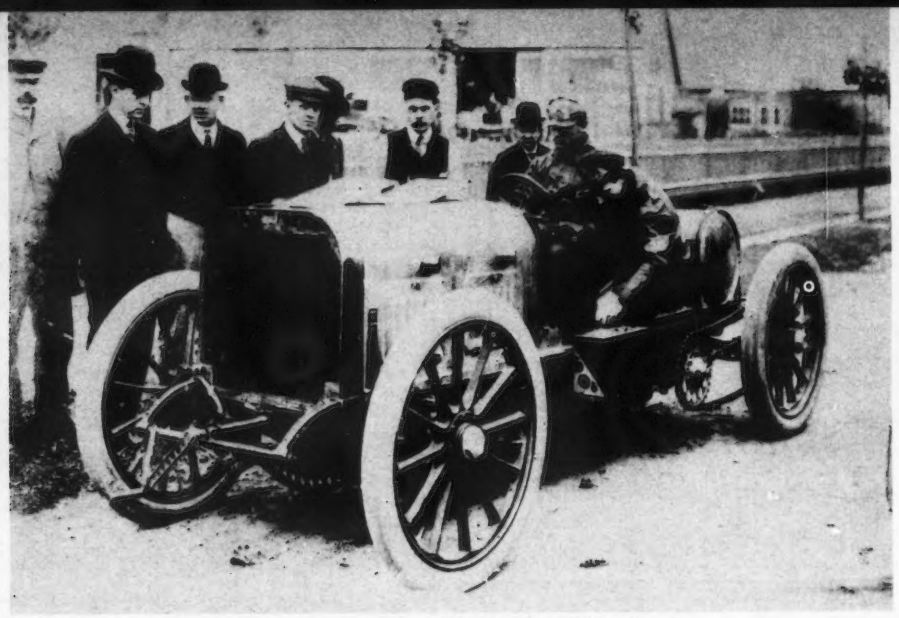


Like most of Art Twohy's cars, this 1904 Haynes–Apperson is largely complete, even the unusual top bows being attached.

A much–modified c.1912 Hispano–Suiza.

From THE VETERAN AND VINTAGE MAGAZINE, London. Write the GAZETTE Editor for a free sample of this fine publication.



Frank Croker, Jr. and his 1905 Smith & Mabley Simplex.

The First Simplex

As told to Cleve Poole by Edward B. Blakely

A friend sent me an old picture of Frank Croker Jr.'s car wrecked and in the surf at Ormond–Daytona Beach back in 1905. On the back of the picture it said, "The only wreck here caused by turning the car going at 100 miles an hour." I recalled that my friend and fellow Horseless Carriage Club member, Ned Blakely, was there at the time and that he could give me an eye witness account of the whole affair. Here is how Ned told the story:

In 1900 there was opened in New York, on the corner of 38th Street and Seventh Avenue, a garage under the name of Smith and Mabley. It soon became the popular place to stable the few foreign cars as well as American cars owned in New York. Ned related further that the place was the first horseless carriage club because it was a gathering spot for the drivers of these early cars and many were the "gab sessions" at which the merits and faults of the various cars were discussed.

In those early days of motoring the German and French cars were superior in many ways to our American cars. A corps of fine experienced mechanics was gradually built up, some of whom were brought over from the Mercedes and Panhard plants in Germany and France. These men were so capable that Smith and Mabley decided to manufacture a car to be called the Simplex. The details of design and construction came under the supervision of a clever engineer by the name of Ed Franquist and then the first Simplex was started.

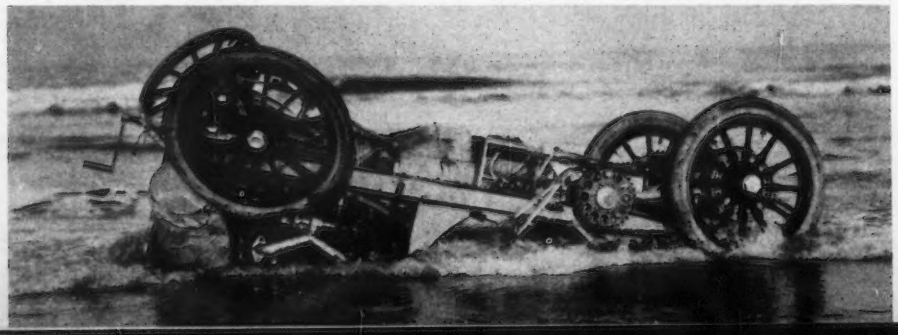
Before the car was completed it was purchased by Frank Croker, son of the famous Tammany Hall leader. After the chassis was completed and road tested Croker decided to enter the car in the Ormond–Daytona Races in January 1905 and to drive the car himself.

Driving on the wet sand at Daytona is quite tricky as it is almost as hard as concrete and you can't skid on it in making turns.

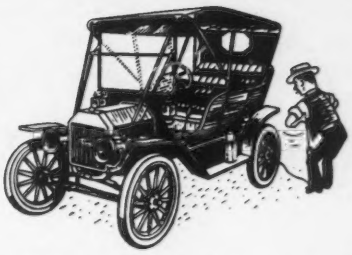
Croker was practicing on the beach before the races. He was tearing along with throttle wide open at a speed estimated to be 100 miles per hour when he caught up to a colored man pedalling a wicker tricycle with an old lady in the front seat. Hearing the roar of the approaching car, the colored man looked over his shoulder and saw Croker bearing down on him. He swerved, as he thought, out of Croker's way towards the water, but Croker had already started to turn aside in the same direction by enough to pass the tricycle. Croker was then forced into a tight turn to avoid hitting, with the result that his car turned over on the sand. Both Croker and Raul, his mechanic, were pinned under the car. Raul was killed instantly. Croker was pulled out alive and taken to a hotel nearby where he died a few hours later.

The Simplex was not in the water at the time of the crash. The incoming tide came up onto the car before the picture was taken, a sad end to a gallant driver and a very capable car.

After the accident. . . . .Frank Croker's car at Daytona, Florida, in January 1905.



Model T Ford Restoration Hints



The following material has been contributed by HCC members Russel Good, Jim Ross, and Paul McGinnis. Any questions, or additional material will be welcomed. Write: Paul McGinnis, 1342 Market Street, Long Beach, California.

A VICTOR #60245 seal to replace the felt washer and metal washer at the timer end of the camshaft will seal shaft and prevent engine oil from entering timer.

Noisy fan shaft? A minimum of machine work and two (2) New Departure #77R8 (ball) bearings, and a Torrington #B–88 bearing will give you a permanent solution. These bearings are grease packed and sealed.

Better lubrication at the crank pins on the con–rods. Install Chevrolet oil dips, available at any Chevrolet garage. Adapt dip to fit by forming to Model T rod cap, cut off slight excess in length and drill new hole for one cap bolt. Center dip on rod cap and drill 3/32" hole through cap, to permit the oil picked up by dip to flow to crank pin and lubricate babbit bearing surface.

Replacing stock valves with Ford Six valves. Order eight (8) Ford Exhaust valves part #EBP6505A. To accommodate larger stem size drill through valve guide hole in block with 21/64" drill and ream to fit with 11/32" reamer. Use collar and keeper for this valve or drill and use Model T keeper and pin. To use Ford six tappets (push rods) drill out and ream for 1/2" tappett size. Grind off all but a small portion of the hole in the valve end of the tappet. Then carefully grind either tappet or valve stem to set valve clearance.

For a good seal at the front of the crankshaft to prevent leaks at the front of the pan and the timing gear cover use Ford packing Part #B6700A, available at Ford Dealers.

To keep crankshaft fan pulley oil free weld or braze a large washer, slightly larger than the diameter of the pulley, to the back side. This will act as a "slinger", keeping any oil escaping through the front of the block from reaching the fan belt.

To improve cooling by obtaining more revolutions of the fan; install a '26–'27 T crankshaft pulley. Speed of the fan will be increased over 25%.

Stop oil leaks at the beginning of the restoration. Weld or braze all rivet heads, seams, and the front web on the inside of the pan. Leaks that have developed over the years will be permanently stopped.

Oil filler cap safety chain. Weld, braze, or solder a six inch length of chain to the inside of the oil cap. Solder a large electrical lug connector, or make a loop of heavy wire to other end. Pass generator bolt through loop, inside filler hole. On early models without generator, weld, braze or solder end of chain to inside of timing gear plate *before* it is installed.

To improve oiling at front of crankcase use the late type oil tube that goes from the flywheel case (bell housing) down through block to the timing gear case. Ford Model T part No. 3081.

Carburetor gasket. This seldom found and nearly impossible gasket to make, can be secured from any Ford Dealer. Use Ford V–8 1937–42 Distributor gasket set #DS 2885.

Oiling of the rear camshaft bearing. During the rebuilding of the engine drill a 3/32" hole in the top side of the rear camshaft bearing at the transmission housing.

To prevent stripped head bolt threads in block and broken head bolts thoroughly clean each head bolt hole, with compressed air if possible, and run a 7/16" Standard thread tap through each. If no tap is available use a clean head bolt, be careful that no carbon deposit remains in the hole to make bolt bottom too soon. Always carefully clean the threads and shanks of all head bolts before re–using.

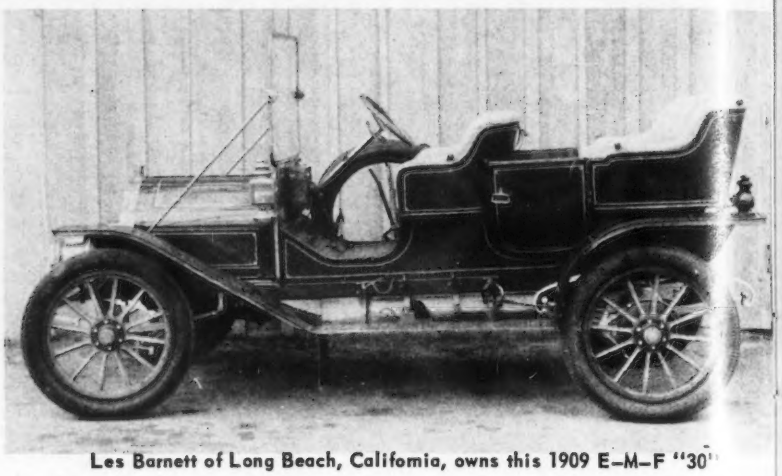
When installing head gaskets always place flat side of gasket on block and overlap side toward head. Remember there are front and back ends to gasket. Double check for correct installation.

To prevent rust and sediment from entering gas line weld, braze or solder a one–half to one inch piece of 3/8" copper tubing to the upper part of the sediment bowl, the end that threads into tank. This will drain the gas from above the sediment at the bottom of the tank.

When relining transmission bands you will find that the linings are longer than the bands, don't cut this excess off. Rivet the lining to one end, kink lining to fit in the center and rivit other end. Force lining into place and place rest of rivits. This will tighten the weave in the lining and the bands will last much longer.

To insure best spark setting at all timings and by others that may drive your T, carefully find best setting by testing on level smooth road. Then paint a small line on quadrant to line up spark lever. Future settings can be made by refering to this mark.

HIGHWAYS AND BY-WAYS



Les Barnett of Long Beach, California, owns this 1909 E-M-F "30"

PERFORMANCE OF THE PIONEERS

BY HERB PRENTICE

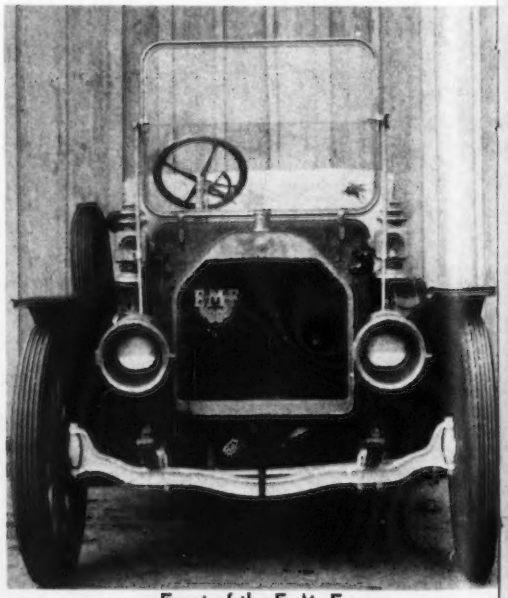
Fifty years ago there was no limit to the number of crude jokes about the EMF. Starting with EVERY MORNING FIXUM and running through every uncomplimentary combination of words that could be made using the last initial of the three men responsible for the car, the comics of the day found EMF owners fair game for their distorted sense of humor. This report will do little to protect the present day EMF owner from the comics, but it should assure those interested in acquiring a Horseless Carriage that the EMF really isn't EVERY MECHANIC'S FRIEND. Properly restored and operated, the EMF will outlive the jokes.

The particular car tested has traveled over ten thousand miles since its restoration. These miles have included trips across the hot desert and chilled mountain passes. There have been long downtown parades, and National Tours of a thousand miles. And during this entire period only once did the car fail to return home under its own thirty horsepower. A loose connecting rod resulting from a low oil level in the splash type crankcase was attributed to a stretch of smooth super highway, entirely lacking in even the minor roughness necessary to cause the demand type oil reservoir to feed an adequate supply of oil into the crankcase.

The EMF engine starts exceptionally easily. How much of this can be attributed to the change from the original Splitdorf low tension magneto with coil to the high tension magneto with impulse I do not know. But even this change is a common one and only the purist would find it objectionable. The lack of vibration and the slow idle speed reflects the balancing that the engine received during the restoration. The timing gears run without noise in their separate case, well bathed in medium weight gear grease.

SPECIFICATIONS

MAKE	E-M-F
MODEL	30
BODY STYLE	SIDE DOOR TOURING
SERIAL NO.	M3224
ENGINE NO.	17079
YEAR MODEL	1909
PRICE	$1250
WEIGHT	1800 POUNDS
NO. CYLINDERS	4
BORE & STROKE	4" X 4½"
TYPE ENGINE	L HEAD – CAST IN PAIRS
HAND DRIVE	RIGHT HAND
STEERING	IRREVERSABLE, 1-5/8 TURNS FROM LOCK TO LOCK
TRANSMISSION	THREE SPEED SELECTIVE – CAST INTEGRAL WITH DIFFERENTIAL
CLUTCH	EXPOSED CONE
BRAKES	DRIVING – EXTERNAL CONTRACTING ON DRUMS AT REAR WHEELS PARKING – INTERAL EXPANDING ON DRUMS AT REAR WHEELS
TURNING RADIUS	22 FEET 4 INCHES
SPRINGS	FRONT – SEMI ELLIPTICAL REAR – FULL ELLIPTICAL
FENDERS	IRON
COOLING SYSTEM	WATER COOLED, WITH SHAFT DRIVEN PUMP
WHEELS	WOODEN ARTILLERY WITH REVERSABLE RIMS (CLINCHER OR SS)
TIRES	32 X 3½
LIGHTS	E. & J. # 376 HEADLAMPS BURNING ACETYLENE. KEROSENE BURNING E. & J. SIDELAMPS AND TAILLAMP.
FUEL	GASOLINE – 18 MILES PER GALLON
OIL	S.A.E. 30 – 300 MILES PER QUART
WHEELBASE	106"
TREAD	56"
EXTRAS	STEWART & CLARK KEY WIND CLOCK ON DASHBOARD. SPARE TIRE CARRIER. STEWART GAS SAVER.
SELDEN TAG NO.	273280



Front of the E-M-F

Taking the wheel of the EMF is like settling down in a familiar chair. The back of the seat is just firm enough to give good back support without being so hard as to cause fatigue on a long trip. The steering wheel is well placed as are the foot controls. Both the clutch pedal and the brake pedal are rather longer than usual, making for a smooth application of the most adequate brakes and a smooth engagement of the cone clutch. The throttle is the Grand Prix type, being located between the clutch pedal and the brake pedal. After driving a car with a throttle so located it does seem unreasonable to have to shift the foot from the brake halfway across the floorboard to depress the throttle.

Shifting gears on the EMF requires some practice, particularly the shift from low to second. It may be that the long rods from the gear shift lever to the rear of the car where the transmission is combined with the rear end may account for the shifting difficulty. In any case it is a minor problem and a little practice enables one to make the shift with a minimum of gear clash. In traffic the lightness of the car, the quickness of the steering and the ready power of the moderately high speed engine combine to make a most flexible Horseless Carriage. The shift from low to second is made at from six to ten miles per hour, and the shift from second to high is made at from fifteen to twenty miles per hour.

On the highway the acceleration is remarkable. From a standing start on level ground the car reached a rate of thirty-eight miles per hour in ONE EIGHTH MILE! And the EMF is a hill climbing fool. Many a good driver at the wheel of a fine antique car has been overtaken by the EMF half way up the hill. On National Tours it has become standard practice to expect to see the rear of the EMF as it charges up the steepest grade, passing car after car.

The riding comfort in the rear seat is not the best. While there is plenty of room for three, with a single passenger in the rear seat the stiffness of the springs telegraphs every bump right through to the rider. Perhaps the removal of a leaf or two from the full elliptical rear springs would correct this minor fault. The doors for the rear seat appear to lock firmly, making it safe for the small children. The absence of doors for the front seat contribute much to the early vintage appearance of the car, even though they do make for a chilly ride on cold mornings.

All in all the EMF appears to be everything that a good lightweight four cylinder tour car should be, and none of the things that the comics found so deserving of their peculiar talents. So restore your EMF in peace, drive it in good health, and let the humorist enjoy his slowly fading hour. Your EMF will outlive the comic, if not his bad jokes.

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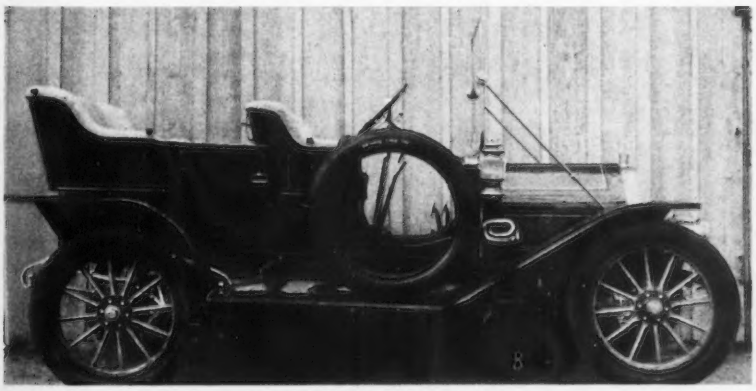
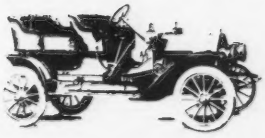


Right Side of E—M—F "30"

E-M-F 30



WHERE WAS IT BUILT? WHAT WAS THE ORIGINAL COLOR? WHAT'S THE YEAR? WHAT IS IT? WHAT SIZE TIRES? WHAT DID IT COST? WHEN WAS IT DISCONTINUED?

Sir: Am restoring a 1908 highwheel International 2 Seated Auto Buggy. I am in need of blue prints, dimensions and illustrations to build wooden body. Any information will be appreciated in knowing what you have or where I might obtain blue prints and plans.

C. Stipp — Attawa, Kansas

Having restored a 1908 I.H.C. myself I appreciate your problem. I got a lot of help from a publication put out by the Motor Truck Division of the International Harvester Co., 180 No. Michigan Ave., Chicago 1, Illinois. If you do not have a copy you might write for their booklet "Historical Facts about Early International Harvester Automotive Vehicles." There are a number of pictures and diagrams in it.

Sir: I am in the process of a complete restoration on a 1912 Ford Touring with motor number 125273. The Ford Motor Company tells me they have very little documentary information on the 1912 Ford. I am in hopes you may be able to help me. First off, there is a question about the different body changes. The picture the Ford Motor Company sent me of a 1912 Ford Touring, shows the rear doors open from the front to the rear, with the brass T handle on the edge of the door next to the back of the front seat. On my 1912 T touring – the doors open just the opposite, from the rear to the front, with the brass T handle on the edge next to the back body opening. On a third 1912 Ford Touring in our club, the doors are just like the doors on a 1913. Could this be a late 1912 or an early 1913? The next big question is in regard to color. Ford Motor Company couldn't give me a positive color. They suggested either Brewster Green body, black fenders, and Brewster green running gear; or a dark or midnight blue with black fenders; or solid black with striping of light gray. What is your suggestion so as to stay in the competition rules and still have an appealing color combination? Am I correct in my assumption that Ford painted his engines black and not gray with all the barber pole red trimmings that seem to be so popular? What is the right type of paint to use, lacquer or enamel? Am I also correct in assuming that natural finished wheels are not correct for a good restoration? From all the Ford Motor Company pictures I have studied, it appears that Henry used only one window and that was of clear celluloid. Is this correct? Do you have any suggestion you might like to pass on to our group, who are striving to our true principals of dedication to the correct restoration of our automobiles?

W. H. Wahlberg — Houston, Texas

On two succeeding days I have received letters from Club members with almost identical cars and similar problems of restoration. One letter was from you and the other was from John Matthews, Room 305 McMurray Hall, Central College, Fayette, Missouri. Both of you have 1912 Fords in which the doors open forward. Your car with its serial number of 125273 was probably turned out during the early part of June, 1912, the cars having started the model year in October, 1911. I believe that you both have late 1912 cars from which the fore-

Correspondence for this department should be addressed to:
Dr. ALFRED S. LEWERENZ
4107 HOLLY KNOLL DRIVE
HOLLYWOOD 27, CALIFORNIA
To receive a reply, inquiries MUST include a self-addressed, stamped envelope. Send front and side view photos, engine and serial numbers, bore, stroke, wheelbase, etc.

doors have been detached. Incidentally this model had considerable striping. The basis for the above statement is an ad and pictures of a model T five passenger touring car with detachable fore–doors printed in the "Ford Times" Anniversary number, June 16, 1912, page 284. At this time the rear door opened forward! Perhaps by writing the "Ford Times" in Detroit you could have a photostat copy made as a guide in refinishing. If you make such a request you also might like to have a description of the detachable fore–doors as given on pages 38 and 39 of the "Ford Times" for November 1911. No mention as to color is given in the several sets of 1912 specifications that I have consulted. However, the standard all black car did not appear until 1914. Some color choice was probably still available in 1912. The original 1909 model T was available with the optional colors of black, red, green, blue, pearl gray and French gray. In the "Ford Times" for June, 1911, P. 263, Brewster green is given as the color for model T. pictures printed in color on the covers of the "Ford Times" for February and March, 1912, seem to indicate the use of a midnight blue with possibly light gray striping. These 1912 pictures seem to show the overall use of dark blue including body, fenders, dust panels, hood and wheels. Running boards, and chassis may have been painted black. The pictures are not too clear on this detail. Pictures of the engine given on pages 232 and 233 of the "Ford Times" for April–May, 1912, indicate a very simple finish. Though not in color, the evidence seems to show the overall use of black or a very dark gray having a flat nonglossy finish. Undoubtedly the use of any additional "dress–up" color, such as red, would be incorrect. I cannot give you a formula for Brewster green but I believe it to have been a rich dark color with a tendency toward yellow. You are correct about the window used in the rear curtain of the 1912 models. It was shaped like a rectangle with the corners trimmed. You are to be commended for desiring to do authentic restoration work. It shows a serious interest in a craftsman–like job. Only such methods can enable a car to be eligible for judging in national events. Anything less is a waste of money and time.

Sir: I have a small problem or two in re Maxwell – title shows it to be a '14 roadster – I feel it is at least a '13 and possibly a '12. Serial No. is 12885 and it appears on both a plate on the firewall and right rear frame horn. Originally carburetor mounted on left side of block and intake travelled through to manifold on right side. This has been replaced with manifold–carburetor mounted on right side with shorter intake travel, undoubtedly a more efficient arrangement. I mention this only

NATIONAL DUES REMINDER

Dues became delinquent February 1st. Persons not paid up by the end of the month won't receive the next GAZETTE. Please use the special envelope.

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to establish age or series. Now – my problems: I should like to know its age, i.e., is it a '14 or older. Secondly, color; I am down to the metal after going through black, gray, red (?), and finally blue. Old timers have told me they always were black and red but that blue certainly is in unlikely places for a repaint. By the way – tank is under the seat, no dash board and radiator was nickel over brass with oval–shaped filler with strainer and snap fastener, not screw–on cap. What can you do for me?

R. Thomas — Des Moines, Iowa

Maxwell serial numbers for 1914 were 1–14,000. Your car with a serial number of 12885 probably was made late in the production year. Blue was the standard color in 1914 for the Maxwell "25". Sorry, but with the available evidence I can't push back the vintage of your Maxwell even a little bit.

Sir: The writer recently purchased the remains of an old car represented as a 1903 or 1904 Cartercar, which I seriously doubt. I have very limited research facilities at my disposal here and am hoping that you folks can help me. All I have to start with in restoring this car is: Frame–2x2x¼ angles, 33" wide 103" long. Steering Gear is rack and pinion. The shaft is ¾" and is supported at a 45° angle by an iron casting at the dash. Four full eliptical springs. Rear springs on cast iron trunions. Front springs clamped directly to the frame. Wheelbase 90". The friction disc is cast iron 16" dia. and is mounted on a 1½" dia. shaft and is forced against the 16" sliding wheel on the jack shaft by depressing the ratchet clutch pedal. The clutch is released by a coil compression spring on the drive shaft forward of the bearing. Differential is also mounted on the jack shaft. The overall length of jack shaft is 49". The ends are 1¼" dia. and are slotted to key the chain sprockets. The 2 bearings on the jack shaft and the one bearing on the drive shaft are cast iron pillow blocks with loose roller bearings running directly on the shaft (soft) and the casting (rough). The brake pedal which is mounted on the same shaft with the clutch pedal is connected to another transverse shaft aft of the jack shaft. Has poplarwood dash and one of the cast iron side lamp brackets. The engine was mounted under the hood on two underslung 2x2x¼ angles.

I realize that the above information is not much but would very much appreciate any information you can give me as to date, make, and original appearance of this future "Pride and Joy". In order to have fun at the moment I have installed a 1911 one cylinder 4 hp Cushman engine and model T wheels on 4 front hubs with pipe axles. I shall call it a "Phak" until "if and when" I can do a proper authentic restoration.

J. R. Brown — Topeka, Kansas

The excellent description and clear pictures have greatly aided in the identification of your "Phak". The car was, I believe, a 1909 Simplo. Specifications and a picture of a Simplo appear in: Cycle and Automobile Trade Journal, March 1, 1909, P. 154. The specifications given in the above reference seem to agree with those you quote. A Simplo that has survived to this day was written up in: Car Life, November, 1954, P.P. 50–51. The details shown in the four pictures of the article should materially aid in your restoration work.

COMING IN THE NEXT GAZETTE

THE LOZIER STORY

by DICK PHILIPPI

Watch for it!

Sir: In the May–June 1958 Gazette G. S. Wright raises questions concerning the date of his Pierce–Arrow. If he is not able to furnish the car number the following differences between 1915, 3rd, and 1916, 4th Series cars may assist him in determining the model.

1. 1916 timer was on generator instead of standing alone between 4th and 5th cylinders as on earlier models.
2. Generator and magneto reversed – 1916 magneto on water pump (left) side of engine.
3. 1916 cars carried ammeter instead of voltmeter.
4. 1916 cars have carburetor adjustment on steering column.
5. Primer operated by foot on 1916 cars.
6. 1916 cars have spiral bevel rear axle drive instead of plain.
7. Fenders are closer to wheels on 1916 cars.
8. 1916 Touring cars have lower seats and higher sides.
9. A 4–passenger touring body added to line in 1916.
10. Small tools stowed in left front door in 1916.
11. 1916 Auxiliary seats fold down into floor instead of to sides.
12. Radiator shells have smooth rounded front edge in 1916 instead of folded seam.

These do not constitute all changes but are discernible ones that should help in placing the model of Mr. Wright's car. 1917 4th series cars had additional differences but these would not appear to be relevent with the engine number given. There is always the possibility, of course, that later or different parts may have been added to a car which should be taken into account in making any determination of original model. Pierce–Arrow, in common with many other manufacturers then, as now, was not adverse to introducing its next year models well in advance of the end of a calendar year end, and with this engine number I would say chances are excellent that this car was not only manufactured before Jan. 1, 1916 but may well have been sold and delivered by that date even though it might rank as a 1916 model.

Frank L. Merrell — Portland, Oregon

Current Restorations

MAKE	YEAR	CYLS.	MODEL	BODY

BUICK 1910–11 2 14–B Sport Roadster
NEEDED: Two cylinder engine for under the hood that cranks out front, fenders and brackets, hood, lights, and any parts.
George Rose, 22 Walnut, Gowanda, New York

BUICK 1912 XXX 34 Roadster
NEEDED: Hood, radiator shell, wooden steering wheel, oval gas tank, and body or plans of same.
Orville Larsen, 631 S. 4th East, Brigham City, Utah

BUICK 1912 4 35 Touring
NEEDED: Drive shaft, one hub cap, radiator nameplate, round type.
Robert Pearl, 2540 Lincoln, Eugine, Oregon

BUICK 1913 4 30 Roadster
NEEDED: Round gas tank with Buick on both ends, top bows, side and tail brackets, and tail light.
C. Wally Johnson, Friend, Nebraska

BUSH 1917 4 XXX Touring
NEEDED: Radiator emblem or a good photograph of same.
John D. Hill, Rosendale, Wisconsin

CADILLAC 1909 4 30 Gentlemen's Roadster
NEEDED: Brass tire carrier, E & J tail light, swivel, cable, gears and cowl bracket for speedometer, brass carbide generator, and correspondence with roadster owners.
Winston K. Smith, 336 Kensington Dr., Madison 4, Wisconsin

CADILLAC 1913 XXX 40 Coupe
NEEDED: Air compressor, new "Cadillac" motometer, distributor cap, one 27 inch clincher rim, cylinder heads, drip pan for under engine, and grease cups.
Douglas Goodan, 2550 Aberdeen Ave., Los Angeles 27, Calif.

CADILLAC 1932 8 355B Phaeton
NEEDED: Radiator cap and ornament, tail light lens, top bow assembly complete with hardware, and clamps for holding top when folded.
Clem C. Hiser, 2503 W. 79th St., Inglewood, California

CHALMERS 1911 4 M Touring
NEEDED: Brass radiator, one 27 inch rim and locks, head light forks, complete motor, top bows, manual or catalogue, 4 cyl. Kellogg air pump.
Rig Petri, 805 Ford Street, Burbank, California

CHALMERS 1912 4 36 Tonneau
NEEDED: Engine, complete or parts, radiator, and transmission.
Paul A. Mognaga, RFD Box 346–D, Niles, California

CHALMERS 1913 4 17 Touring
NEEDED: Complete set of 28 inch (two front, two rear), with a spare rim, Continental demountable, if possible, and 36x4 tires for same.
A. E. Blackburn, 2508 Cherokee Lane, Winston Salem, N. C.

CHALMERS DETROIT 1909–10 4 XXX Touring
NEEDED: Horn, tail and side lamp brackets, 34x3½ or 35x4 tires, and one solid and one locking ring for nondemountable 27 inch wheels.
G. M. Sawyer, Valentine, Nebraska

CHANDLER 1922 6 XXX 4 Pas. Touring
NEEDED: Radiator cap and oil seal manufacturer's number for differential drive pinion oil seal (s) Not Chandlers number.
E. Clavel, Box 98, Wauchula, Florida

CHRYSLER 1931 6 CM Roadster
NEEDED: Original floormat, locks for sidemounts, pedal pads, tail light lens, running board mouldings, and chrome grille for radiator shell.
Gates Willard, 232 Bayview Ave., Manhasset L.I., New York

FORD 1907 6 K Roadster
NEEDED: Rear end housings, transmission "A" frame, steering column, coil box, brake and clutch pedals, springs, hub caps, and what have you.
Larry Porter, Box 367, Milan, Ohio

FORD 1908 4 S Roadster
NEEDED: Brass radiator.
Philip B. Zeigler, 665 Wilson Ave., Saginaw, Michigan

FORD 1909 4 T Touring
NEEDED: Winged script radiator or front plate, top bows and railing, two lever transmission changeover, eight blade fan and double twist bulb horn.
George Brown, Gorrie, Ontario, Canada

FORD 1909 4 T Touring
NEEDED: Winged script radiator, motor under No. 2,500, water pump and eight blade fan, two lever transmission hook–up, outside latching arm type touring top.
Donald B. Hess, Rural Rte. No. 1, Hanover, Pa.

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9734 Garnish Drive
Downey, California
SEND DETAILS ON A POSTCARD. SUBMIT NO MORE OFTEN THAN EVERY THIRD ISSUE, AND BE SURE TO INCLUDE YOUR CURRENT HCCA MEMBERSHIP CARD NUMBER. LIMIT NEEDS TO 20 WORDS.

FORD 1909 4 T Tourabout
NEEDED: Rear seat (same as front seat), one piece engine pan, running boards, lettered pedals, transmission cover, and serial number plate.
Darel J. Liepold, 4920 18th Ave. So., Minneapolis, 17, Minn.

FORD 1913 4 T Touring
NEEDED: Fount for No. 12 E & J, front fold windshield, and taper leaf spring with rivited rear end.
Thad Greenfield, 315 So. Ash, Casper, Wyoming

FORD 1926 4 T XXX
NEEDED: Body any style in good to excellent condition.
H. W. Carr, Mt. Eyre Road, Newtown RD 1, Pennsylvania

FORD 1932 8 XXX Convertible Sedan
NEEDED: Rear fenders, gas gauge, window lifts, and windshield frame.
Darel J. Leipold, 4920 18th Ave. So., Minneapolis 17, Minn.

HAYNES 1914 6 Y21 7 Pas. Touring
NEEDED: Three rims, two front wheels 36x4½, windshield brackets, radiator and shell.
L. L. Adamson, 1506 Haddon Ave., Modesto, California

HAYNES 1917 6 36 Touring
NEEDED: Rear seat cushion, drive shaft and universals, radiator emblem, literature, side curtain patterns, tail light, and 34x4 Firestone rims.
Edw. C. Williams, 25 North St., Baldwinsville, New York

HAYNES 1919 XXX XXX XXX
NEEDED: Horn button and manual.
F. E. Manning, 940 Mountain Road, Ogden Utah

HOLSMAN 1902–03 2 XXX Surry
NEEDED: Two rear wheel rope drive pulleys and information and pictures of construction of rear seat and door.
A. R. Rathert, Cottage Grove, Wisconsin

HUPMOBILE 1910 4 20 Roadster
NEEDED: Carburetor, radiator cap, hub caps, one pair top hold–down brackets, gas cap, side panels, and doors.
Emmet E. Carraher, 2301 De La Vina St., Santa Barbara, Calif.

HUPMOBILE 1911 4 20HP Roadster
NEEDED: Complete rear end and driveshaft, radiator shell, lower steering control, engine parts, and manuals.
Miles A. Lusk, Box 241, New Kensington, Pennsylvania

IMPERIAL 1912 4 34 Touring
NEEDED: Instruction manual, windshield, Gray & Davis side lamps (square). Any leads on spare parts or information on this car.
Harold Seidenstucker, 2906 S. Bentley Ave., Los Angeles, Calif.

JACKSON 1909 2 XXX Roadster
NEEDED: One rear hub, coil box and switch, timer, oil tank cap, hub caps, hood, lamps, and manual.
Fred A. Halward, 52 College Road, Watsonville, California

KISSEL 1922 6 XXX Tourster
NEEDED: Football shaped tail light, gas and spark levers.
Ralph H. Dunwoodie, 546 N. Main St., Hartford, Wisconsin

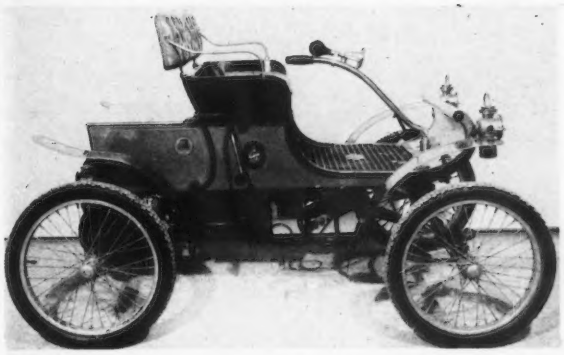
LINCOLN 1924 XXX XXX Touring
NEEDED: 700x21 tires, tubes, and flaps, manual, tools, running boards, any parts you may have, wire wheels and hubs.
Orville Larsen, 631 S. 4th East, Brigham City, Utah

MARMON 1911 4 32 Touring
NEEDED: Alum. running boards or will pay for casting, 2 Firestone rims 26 inch with locks, head lights 9¼ inch center) Kellogg air pump.
Rig Petri, 805 Ford Street, Burbank, California

MARMON 1916 6 34 Cloverleaf Roadster
NEEDED: Speedometer.
George N. Hosford, M.D., 450 Sutter St., San Francisco, Calif.

MAXWELL 1911 2 AB Runabout
NEEDED: Splitdorf coil box, seat cushions, car catalogue, gas tank.
Julian Malka, P.O. Box 162, Elk Grove, California

METZ 1912 4 22 Roadster
NEEDED: Radiator, hood, cowl, springs, friction disc, and brass lights.
Ralph H. Dunwoodie, 546 N. Main St., Hartford, Wisconsin



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MARCH 20 & 21

Liquidating museum collection of 50 Gas, Electric, Steam, and Horsedrawn vehicles. Many trophy winning vehicles. Some unrestored vehicles.

Many rare items such as the 1903 Curved Dash Oldsmobile 2/3 scale model constructed by the beloved late Dave Whithead. Highwheelers and horseless carriages. Many elegant horsedrawn vehicles including the rarest of the rare – a Fisher coach built by the Fisher Body Company.

3 Warehouses of parts, including lamps, radiators, fenders and parts cars. Complete collection of hubcaps, guns, music boxes and other miscellaneous antiques.

Collection of 150 models depicting the evolution of transportation suitable for wonderful exhibit for museum or display. Includes cars, ships and planes.

Joe Streeter Auctioneer. We will sell your cars and lamps on consignment. Write us what you are bringing as our handbills will be mailed soon after the first of March.

AUTO MUSEUM SOUTHWEST

221 W. MAIN ~ GRAND PRAIRIE, TEXAS

OLDSMOBILE.....1904.....1.....XXX.....Curved Dash
NEEDED: Steering tiller, crank with sprockets, seat cushion, fender for copying, lamps, water pump, rear hub caps, coil.
Fred A. Halward, 52 College Road, Watsonville, California

OLDSMOBILE.....1917.....6.....XXX.....Touring
NEEDED: 6 cyl. OV engine, radiator, radiator shell, and any dash instruments.
Mary Phillips, Roundup, Montana

OVERLAND..... 1915.....4.....81T.....Touring
NEEDED: Touring body, rear fenders, complete starter, and complete top.
Al Nisbet, Box 126, Tahoe Valley, California

PACKARD.....1908.....4..... 30HP..... Roadster
NEEDED: Carburetor, complete ignition system and 36x4½ wheels.
Dr. Scher, 1100 Park Ave., New York, N. Y.

PACKARD.....1909..... 4..... 30..... Roadster
NEEDED: Carburetor, coil box, spare tire brackets, and Victoria type top.
H. Owen, 4748 E. Brown St., Fresno, California

PACKARD.....1910.....4..... 30..... Touring
NEEDED: Side lamps, tail lamp, coil box and switch, top bows and 3–twist bulb horn.
M. Carnohan, 1470 Avocado Road, Carlsbad, Calif.

PACKARD.....1930.....8..... 740..... Phaeton
NEEDED: Original color schemes, manuals, windwings, other Packard accessories, and parts to complete dual cowl windshield.
Marland Adelson, Stromsberg, Nebraska

PACKARD.....1937.....12..... 1507..... Victoria
NEEDED: Vacuum booster for brake and clutch, hub caps, and medallions.
Ira J. Neill, 910 So. 156, Seattle 88, Washington

PACKARD.....1940..... 8..... XXX.....5 Pass. Touring
NEEDED: Base for radiator swan.
Roger Abbott, 550 East First St., Azusa, California

PEERLESS.....1910.....4..... 27..... 7 Pass. Touring
NEEDED: Square Solar tail lamp, top bows with outside irons, windshield, battery and tool box for running board.
B. Paul Moser, 1170 N. Bronson, Hollywood 28, California

PIERCE ARROW.....1909.....XXX.....36HP..... Roadster
NEEDED: Carburetor and headlamps.
Dr. Scher, 1100 Park Ave., New York, N. Y.

PIERCE ARROW.....1916–18.....6..... 48..... Touring
NEEDED: Wheels and rims (25 inch), and touring body.
Ray Dougherty, Route No. 2, Longmont, Colorado

POPE HARTFORD...1909.....4..... S..... Touring
NEEDED: Clutch, transmission, hood, hood–former, coil box, timer, misc. parts or parts car (1909 or 1910). What have you?
B. Plez Nance, 3609 Ingraham. San Diego 9. California

REO..... 1908.....1.....XXX.....Roadster (Mother-in-law seat)
NEEDED: Brass name plate, radiator and engine head.
Marc Messinger, 2111 S. First Street, Yakima, Washington

REO.....1915..... 4.....XXX..... Touring
NEEDED: Instruction manual, starter, and generator.
Marnin E. Green, Boyden, Iowa

RUXTON.....1929..... 8..... XXX..... 4 Door Sedan
NEEDED: Owners manual, radiator emblem, door handles, window raisers, hub caps, windshield frame, and other body parts. Would like to contact other owners.
Pat Ferchill, 109 W. Methvin St., Longview, Texas

SAXON.....1916.....4.....14.....Roadster
NEEDED: Electric tail lamp, three hood latches, instruction manual, and head gasket — McCord No. 5 – Fitzgerald No. 17 – Victor No. 54.
Peter Henman, 13 Meaford Ave., Long Branch, Ontario, Canada

SELDON.....1910.....4..... 35T..... Touring
NEEDED: Ignition switch for wood coil box, right side light, Gray and Davis No. 934, and tail light to match.
Doc Brandes, 2124 N. W. 25, Oklahoma City 7, Oklahoma

SIMPLO.....1908.....2..... C..... Runabout
NEEDED: Two cyl. coil box, presto generator (frame mounted model) one set of small head lights, 28x3 rims with or without spokes. Small runabout body.
Ed Bourne, Box 148, Sioux Falls, So. Dakota

STUTZ.....1923.....6..... 8..... Roadster
NEEDED: Manifold and four 24 inch Buffalo wire wheels.
Geo. K. Laverty, Carlisle, Iowa

THOMAS FLYER..... 1911.....6.....70..... Touring
NEEDED: Fenders, water pump, carburetor, radiator emblem, lenses for 12 inch Solarclipse headlamps.
Dr. Scher, 1100 Park Ave., New York, N. Y.

WHITE STEAMER....1908..... 2..... G or K..... Roadster
NEEDED: Feed water heater, air–fuel gauge, hand water pump, burner plate, lamps, and hood.
Fred A. Halward, 52 College Road, Watsonville, California

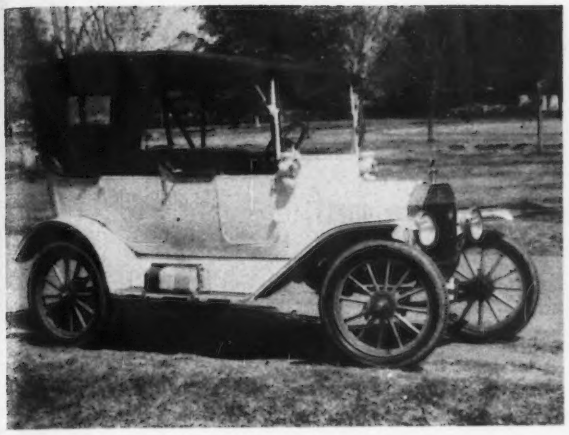
WINTON.....1913.....6.....17D..... Touring
NEEDED: Ring and pinion gear (same from 1907–1914).
T. L. Powels, 6933 Yolanda Ave., Reseda, Calif.

PRIDE *and* JOY

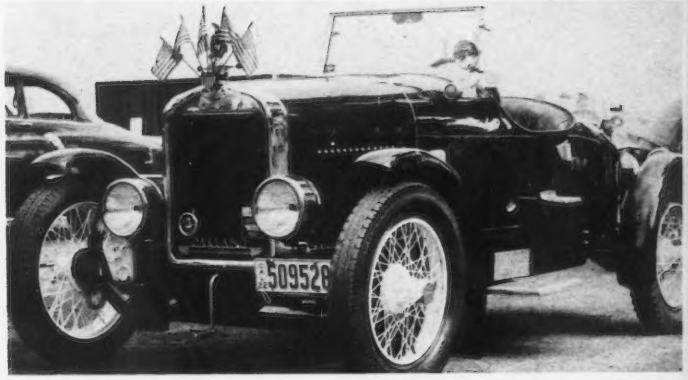
RECENT RESTORATIONS BY HCCA MEMBERS

Al Teed and friend of Ft. Smith, Arkansas in Al's 1915 Ford.

A 1919 touring car owned by George Coon of Glenwood, Indiana.



Lillian Rea of Bakersfield, California, owns this 1915 T.



With a Mercury body and every possible authentic accessory, Vic Sala's Ford is one of the best in California.

This 1910 model belongs to Jack Crow of New Castle, Indiana.

1911 torpedo roadster; Wm. O'Connor, Norfolk, Conn.

Tom Steed's 1923 coupe from Phoenix, Arizona.

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GENERAL REQUIREMENTS

1. The Classified Advertising Section is limited to the exchange of non-commercial items or services. Others must use the Service Directory or Display Advertising. Rates for these quoted upon request; write the GAZETTE Display Advertising Manager.

2. Classified ads are accepted for ONE (1) insertion only.

3. All ads offering a car for sale MUST include the asking price.

NOTE: While every effort is made to insure accuracy, neither the GAZETTE Staff nor the HCCA can be held accountable for misleading or unclear statements in ads. Likewise, in the case of typographical errors, responsibility to the seller cannot extend beyond agreement to publish a corrected insertion.

PRINT OR TYPEWRITE your ad on a postcard; limit to 50 words. Name and address are part of advertisement.

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Members get 50 words free. Photo costs $1.

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SAMPLE

1913 Buick touring. Very nice. Will travel anywhere. Good motor, new tires. Repainted original black color. Was in two 300-mile tours last summer. Price $1250. Robert G. Smith, 700 W. 1st Street, Boston, Mass.

$1 for Photo enclosed

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HORSELESS CARRIAGE GAZETTE
7730 South Western Avenue
Los Angeles 47, California

PLEASE DO NOT ENCLOSE ANYTHING ELSE!

For Sale

Warford transmission and drive shaft, complete. In good condition, $50. Turtledeck for 1915 Ford Roadster, perfect condition $50. Marshall Woodward, R. 2, Box 207, Winter Haven, Florida. Phone: FR 2-1437.

Front cross–drive magneto adaptor with new X–H Wico high tension magneto for model T Ford. Replaces the timer on any model. Excellent condition, $65 F.O.B. John Polhman, Box 1114, Malta, Montana.

1921 Hupmobile touring, complete extra parts, excellent body, always inside, no rust, needs top cloth and upholstery refinished. Runs. Short of room. Price, best offer over $450. Pictures on request. 2 nearly new tires 32x4½, $45 pair with tubes and rims. Dr. John H. Smith, Jr., 12726 E. Sprague Ave., Opportunity, Wash.

Cadillac 1921 Victoria Coupe, aluminum body, (H. C. License 1109) complete and running, but not restored. $400 cash, or trade on vintage touring car, heavy makes preferred. Frank Hammer, 11642 John Ave., Garden Grove, Calif.

1931 Model A Ford 4 door sedan, no dents, good tires, A–1 condition around $150 or trade for a 5–Model Ford. Elmer R. Knecht, 585 Bragg St., PH. WAlnut 1-0396, Fond Du Lac, Wisconsin.

Rare 1928 Model A Mail Truck. Complete and original in all parts. Presently disassembled and partially restored. Has never left original town. $350 in extra new and used parts. College student must sacrifice. Asking $375. Doug Deeds, Box 91, Men's Campus, Pomona College, Claremont, Calif. Extension 2390.

May trade fabulous Grosser Model Mercedes–Benz Coupe–Roadster, 1940 for Lincoln Sport Phaeton, 1928–29–30, or trade 1915–16 twin six Packard touring, or 1912–13–14 Big Six Oldsmobile touring in on, must be excellent. Roy M. Brooks, 226 Plymouth Road, South, West Palm Beach, Fla.

'24? T 4 door sedan, motor, body, fenders, radiator (chrome shell) good. Interior poor but complete. Wheels modified to 18 inches wire. Drive it away, $245. 1920 Stutz parts, radiator $50. Drum headlights $40, Instrument panel, complete speedometer, ammeter, oil, air guages, air pump, panel machine tooled. $75. Other chassis parts. Herschel Case, 343 College Ave., Fresno 1, Calif.

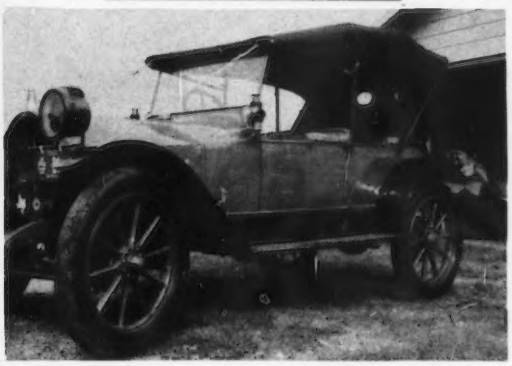
1918–20 Seagrave fire engine $225. Was stationed in L. A. Body No. 27630, 6 cyl. 24 spark plugs, large engine, runs very good, serial F–2581. Has siren, large outside spotlight, chain drive. R. H. steering. Needs paint, no hose or ladders. R. H. Rowland, R. 2, Box 243, Hemet, Calif.

Mitchell, 1920, touring car. Restored, and in excellent condition, 4 new tires, good top and side curtains. 1955 Glidden Tour, 1952 Granville Rally. $1295. Jack Koch, 1387 Thomwood Drive, Cincinnati 24, Ohio.

Saxon 4 cylinder engine, $25. Two Atwater–Kent dash mounts, wooden, non–vibrating type coils, $3.50 each. Pair of headlights complete for 1928, 29, 30 Studebaker, $5. All inquiries answered promptly. Don Ellwyn, Box 177, Deep Cove, B.C.

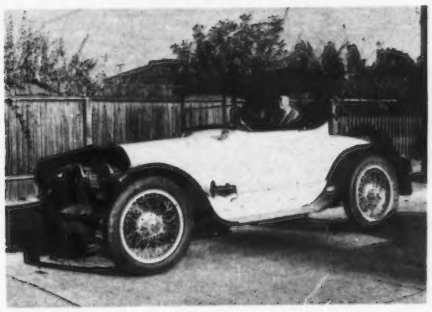
Fancy pearl vest buttons. Matched set of 6, 50¢. Antique French cuff buttons 50¢ a pair. H. L. Jennison, 1561 S. E. Linn St., Portland 2, Oregon.

FOR SALE



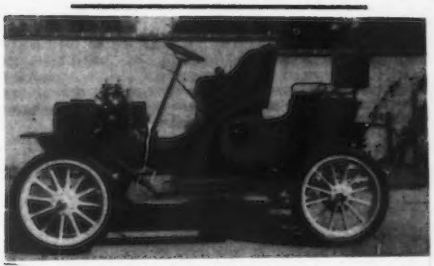
1913 Hupmobile touring, good motor and new tires, body good, new top. This car ready to go. Price $950. W. C. Thomasson, 1441 South 8th, Abilene, Texas.

1909 EMF Touring, fully restored, price $2,500 or trade towards large brass touring. C. Selicious, Box 136, Old Lyme, Conn.

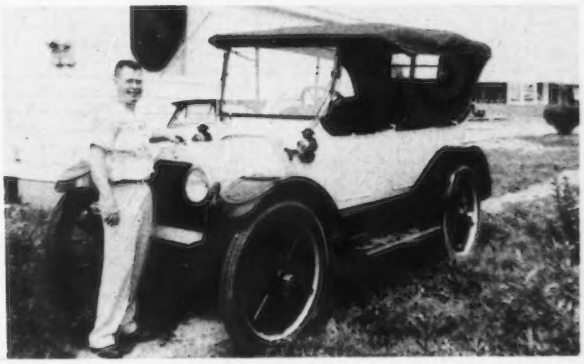


1916 Cadillac Delux roadster in perfect restored condition. 60 H.P., V8 motor, will run anywhere, new genuine leather upholstery, new top with cover, new paint job, new gas tank, new mufflers, pump repacked, brakes relined, brass lights and dash polished and preserved, 25x5 tires like new. $1650 firm price. H. A. Schoenfeld, 6835 West Mercer Way, Mercer Island, Washington. Adams 2-2420.

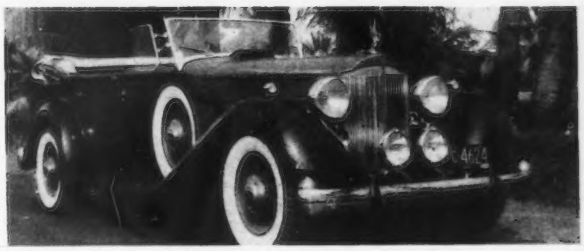
1927 Hupp Coupe, 6 cyl., serial A $650. 1934 complete rear end Willys 77, wheels and brakes, $65. Ford A dual intake manifold $25. 1908 Gray and Davis No. 38 side lamp, coal, oil, convex glasses 15 inches high, 3 tiers $50. Many other antique parts. Alex Berg, 325 S. Center, Turlock, Calif.



1906 ? REO, single cylinder 90% restored, motor rebored, new piston, bearings, valves, tires and tubes. New seat and upholstery. Excellent condition. $3,000. W. H. Bahnson, 1426 South Tenth Ave., Arcadia, Calif.



1914 Buick touring 100% restored, original upholstery and perfect original set of side curtains, perfect new old tires, but good, all lights are original, motor in good shape, made several trips in it this summer, one four hundred mile trip. $1,300. John T. Mitchum, 508 Ward, Caruthersville, Mo. Phone 744 1084.



1934 Packard Twelve Sport Phaeton with rear cowl and rear windshield missing. May be seen in the movies, "South Pacific" and "Jungle Heat". Also see April '58 Science & Mechanics for similar Phaeton. Completely taken apart and rebuilt with exception of the doors. Top fair. Two tone green lacquer, believed to be authentic colors from old ad, black heavy duty naugahyde upholstery. All new Phillipine Mahogany framework throughout, with a few minor exceptions where wood was solid and sound. Pictures of restoration process at my cost of $2.00 to serious collectors. Over $2,000 in parts and materials alone, and at least another 2,000 hours of mine and professionals time. Cost of shipping to west coast $215, east $256. Price $2,000, including all spare parts and all my Packard data collected. W. A. Kernaghan, Box 286, Lihue, Kauai, Hawaii. Please use air mail to insure prompt arrival here.

1929 Hudson 4 door sedan. Everything is original. It is in excellent running condition. It has a super six cylinder engine – color is brown, original mileage 52,000. Price $700. Contact P. R. Elmore, 2133 W. 5600 S. Roy, Utah, Phone EX 3-5937.

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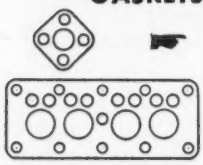

Custom-made copper and asbestos cylinder head, manifold and exhaust gaskets for all makes and models of antique, foreign, racing, marine, Diesel and industrial equipment. Will need old old gasket or pattern for sample.

ALSO

We have available an assortment of new stock head and manifold gaskets for cars 1916 to 1948. State your needs; give make, model, year of car, etc.

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Send list of wants for quotation. Big stocks: Engine, chassis, ignition and some body parts; Also parts for other antiques! Radiators, carburetors, timing gears and chains, etc. etc. Will buy your surplus. Gears, ignition parts, pistons, water pumps since 1914. RADIATORS: 8 Oldsmobile from 1915 up. Send dimensions for quotation. Chevrolet 1913–15 (?), new shell with emblem, A–1, good shape; the radiator, $35; shell, $20. Fords, 1917-27, $35; also others for Ford As and V8s. Inquire; Dodge 1937, $45. Large stock of chassis and engine parts for Ford T and other old and new model cars; also, special parts made to order. We buy, sell surplus and obsolete items.

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1913 thru 1927 and 1910

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All-brass windshields to fit all pre-1916 Fords. Also brass windshield brace rods, brass cowl lamp holders, dash-to-windshield fittings, trim around dash for all Fords. Similar items for many other makes. Write your needs and send sketch with dimensions. Satisfaction guaranteed or money refunded. Write for prices.

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The Horseless Carriage Gazette

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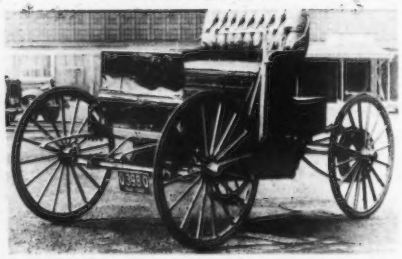

SEARS AUTO-BUGGY

Engine No. 4552. Well preserved generally. In excellent running condition. Original 2-cylinder engine. Has battery ignition. 36" wheels with solid rubber tires. Being sold to clear estate of owner. Asking price $1500. Best offer considered.

Write Carl Canterbury
1835 Dueber Avenue, Canton, Ohio

FOR SALE

1916 Buick 6, 5 passenger touring. Unrestored, but all there with extra engine, transmission and rear end. Good wheels. $300. Very good catalogue on 1919 Republic truck in color. Brass and aluminum castings. Bert Lehman, 2050 So. Humboldt, Denver 10, Colorado.

1921 Detroit Electric car, antique, good tires, new H. D. batteries last fall, charger, extra tires with inner tubes, $1000 Mrs. Thomas Ford, 314 S. East Avenue, Oak Park, Ill.

1931 Cord Brougham $1,000 or trade for light brass era car other than "T". 1915 Ford frame with brake lever and shaft Tapered leaf rear spring, front axel with spindels and steering rods, hood former, aluminum hood, fender irons, engine and oil pan. Two round gas tanks, 1913 steering column with spider, lettered pedaled aluminum transmission cover, transmission with round magneto coils. Miscellaneous T parts. Jack G. Thomas, 1207 Edna Pl., Macon, Ga.

2 Model T foot accelerators (one "Good Morning Judge), each $2. 2 round T electric tail lights, each $1.50. 1 1915 Ford oil tail lamp, brass rim, white lens, $5. 1 Ford brass tire pump, $5. 1 Model A tail lamp, $1. 1 Pair 1930–31 headlamps, $5. 2 Model A wristpin drivers, each 50¢. 1 Trunk rack, Ford A, $7.50. 1 Twin Winfield racing carburetors, Ford V8 3 hole mount, $20. 1 Maxwell Electric round tail light with license bracket, $2. 1 Eagle brass carburetor, teen Maxwell, $5. 1 1909–1910 Maxwell 2 cylinder brass radiator with cap, $50. 2 split rim jacks, each $5. 1 Chev. 4 oval tail light 25–28, $1.50. Please send self addressed envelope. All items FOB. Walter F. Benedict, 96 Greenwood St., Canisteo, N. Y.

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We are equipped to retread all high pressure and obsolete size passenger car tires.

We also have a few used and retreaded obsolete tires on hand.....WRITE FOR OUR PRICES

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Factory duplications and original type grained black material.

Write for detailed information and prices.

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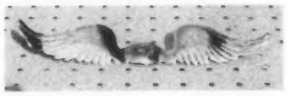

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WINDSHIELD RUBBER – BETWEEN UPPER AND LOWER HALF – 25¢ FOOT. HOOD LACING – 17¢ FOOT. COWL LACING – 20¢ FOOT. MAGNETO PLUGS, NEW $2.95. ADAPTOR FOR 1909–25 – $1.00. COMPLETE WIRING FOR ALL MODEL T'S. SEND 25¢ FOR COMPLETE LIST, REFUNDED ON FIRST ORDER.

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Harry Pulfer • 2700 Mary Street • La Crescenta, California

FOR SALE

A good 1916? Chevy radiator and shell, Ford T heavy duty transmission lining. A complete 1921? Dodge dash, solid brass bulb horn tubing. I need 30x3 tires, 1915 T motor, radiator, top or bows, 1909–1916 radiator, hood, fenders and lamps. Gene Fuller, 503 E. 8th St., Muscatine, Iowa.

1915 Pierce Arrow Town Limousine. A fast reliable tour car. $5,000. Will take trade. Bill Lawrence, 1790 Willow, San Jose, Calif.

Model "T" parts: one pair of new 1913–14 rear fenders, $25 each. One 1911–15 steering wheel, good shape $10. A pair of real nice natural finished 30x3 square felloe wheels; will trade for same condition 30x3½ or sell for $7.50 each. All prices F.O.B. George Turner, 17004 Atkinson Ave., Torrance, Calif.

1926 Reo Hsecar, good tires, beautiful motor, trans, rear end, etc. Will travel anywhere. Needs paint. Has stained glass windows. Original. $400. A. R. Allison, 610 Emerald St., Redondo Beach, Calif. Phone Frontier 4-0166.

Ford 1922–25 side curtain sets. Made in 1925 but brand new. Perfect and original. $25 set. Franklin Circa 1910 transmission, front end, rear end. Ford 1936 roadster or touring windshield and posts $45. New solid brass motometers $15. Other styles, new, $8. Details for stamped envelope. Carl H. Pennrich, Greenwood Lake, New York.

1915 Model T Ford, completely restored. $1500. D. P. McFann, 1500 So. Fillmore St., Denver, Colorado.

1908 Buick Body, perfect, original, including upholstering. $300. A. R. Rathert, Cottage Groe, Wisc.

Star six cylinder sedan good for parts car. Sell complete $35. Also have good variety of used tires in 19–20 and 21 inch sizes. Walter Gold, 1405 Texas Ave., El Paso, Texas.

1917 Ford Touring, 1924 Ford Roadster. '17 is restored and at 4708 Hiawatha, Minneapolis, Minnesota $795. A very good "T". '24 is only partly restored. Rocky mountain rear end accessory – and at Pete Pluznik, 8645 Crossing Rd., Rivera, Calif. $475. See at these addresses or write Wayne H. Anderson, 1417 Locust, Dubuque, Iowa.

One pair Locomobile all brass electric headlights. Made by Haverhill Auto Lamp Company. 12¼ inches diameter. Fork mounted. Near perfect, polished, $100. Three aluminum step plates with Ford script, $4 each or $11 for three. Ottis Loveless, 4537 So. Jamestown, Tulsa 5, Oklahoma.

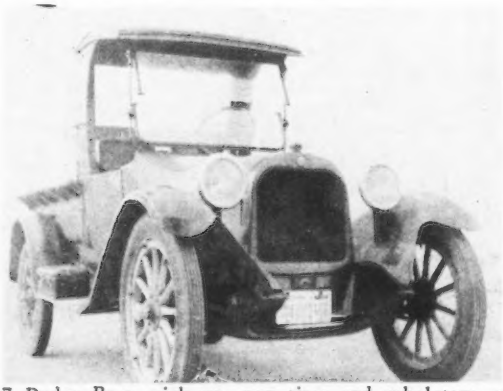
Ignition, staring and lighting wiring diagrams of any American Automobiles 1912 to 1921. Explanations of these diagrams, instructions for care, adjustment, trouble shooting and repair of the equipment. Send make and year of car and $2 to Al Hood, 265 Godwin Ave., Wyckoff, New Jersey.

1924 Dodge touring. Extra nice. New professional paint job, black fenders and bright red body. Excellent running condition, will travel anywhere. Very low mileage. New pleated black upholstery, new floor mats. Price $400. Frank A. Adam, Box 574 Bristow, Oklahoma.

FOR SALE

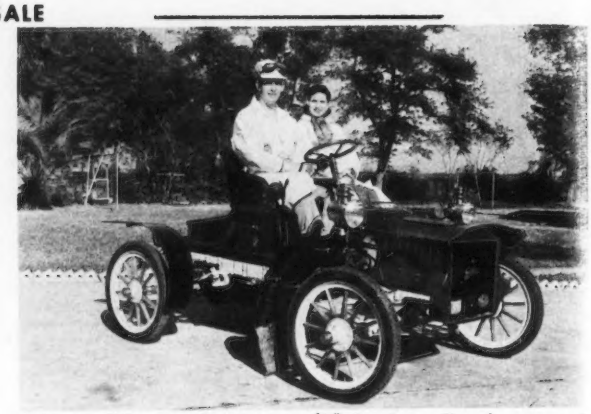
1910 Ford touring. 90% restored. Very nice car. Good 1914 motor in car now. Extra original 1910 motor complete goes with car. New top, new tires. 4 extra demountable wheels go with car. All original round fellow wheels, $2,000. For more details write Bob McCall, 711 Quaker Lane, High Point, N.C.

1942 Lincoln Continental Convertible Cabriolet V–12, excellent body, tires and mechanical condition. Drive it anywhere. $950 or nearest offer. I. Blonder, 1119 W. Orange Grove, Burbank, Calif. TH 8-3860

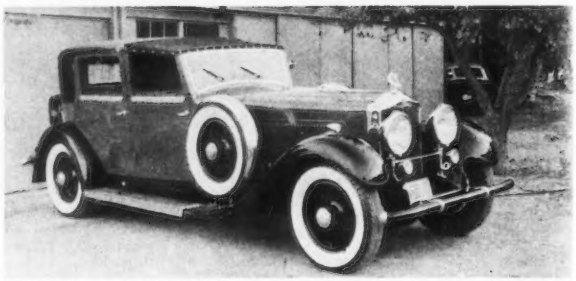


1917 Dodge Bros. pick–up, new tires and upholstery, runs fine, also has spotlight and winged cap motometer, $500 or will trade for 1924 or older Ford touring or any body style 1915 or older Ford. Dave Roth, 6102 W. Ocean Front, Newport Beach, Calif. Phone OR 3-1686.

Notice: Please remember to print or typewrite each ad submitted on a SEPARATE postcard or piece of paper. In particular, do not mix "for sale" and "wanted" ads.



1905 Cadillac roadster, rare 60" Southern Tread, restored throughout, side lights, tail light, search light and horn all perfect brass. Painted dark green with black fenders and natural wood wheels. Price $3,000. Jerry S. Foley III, 3624 Richmond St., Jacksonville 5, Florida.



MINERVA TOWN CAR. Unquestionable classic. Beautiful condition. 1932 Belgian 8 cylinder sleeve valve. Needs some chrome for concourse. Perfect tires, wheel discs, instruction book, complete history. 6700 pounds. $3250. Ernie Shaw, 341 Granger Ave., Los Altos, Calif. YO 7-1515.

1939 Ford Convertible Sedan. Car completely restored including new engine in 1956. Excellent tour car which can be driven anywhere. Has won numerous trophies. Highest offer over $900. Clarence Morrow, 529 Eighth St., Lincoln, Illinois.

Dodge 1923 Business Coupe. Very good condition. Original upholstery, good tires, all stock. $500. Ralph Thomas, 2014 Ninth St., Des Moines 14, Iowa.

1931 – 33 Lincoln parts including like new radiator, hub caps, headlights, rear seat windshield and sun visors. In storage many years. Write for details. Tom Underwood, 607 W. Johnson, Madison, Wisconsin, Telephone Alpine 5-3564.

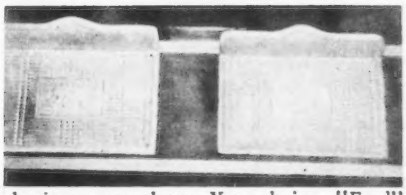
FOR SALE

1925 Model T Ford 4 door sedan. Excellent condition except upholstery. Four new tires. Runs fine. $250. Eugene W. Jones, 1315 Vernon St., Plainview, Texas. Phone CA 4-2122.

Simplex 1915 (Crane Model) Brewster 7 Passenger Touring car. Complete restoration completed one month ago. $5,000. International Harvester Co. 5 passenger High Wheeler 1907. First prize winner recent VMCCA Suffern N. Y. Meet. $2,500. Pierce Arrow 1907 Roadster "36" H.P. Seats four with Mother–in–law seat. $5,000. Rolls Royce British Silver Ghost Lancefield sedan 1922. Intact but rough $1,500. Will trade. Dr. Samuel L. Scher, 1100 Park Ave., New York 28, New York.

4 wheels for 1920 Buick 34x4½. John Goodwin, Apex, N.C.

Rushmore headlamps, need repair. $30. 1 – 32x4 tire good. $12. Jim Smailes, 18 Enslee Rd., Coshocton, Ohio.



Model T aluminum step plates. Your choice, "Ford" script or "Baby Lincoln". $6.75 pair, postpaid. Limited number. Max Graham, Box 824, Waxahachie, Texas.

1912 Cadillac touring complete, but needs restoring. Brass on above in average condition, $850. Reason for selling this find antique – I need the space for my other cars. Pete Pritchett, 1374 Harvard Rd., N. E., Atlanta 6, Georgia.

One pair Locomobile all brass electric headlights. Made by Hoverhill Auto Lamp Co. Twelve and one quarter inches diameter. Ford mounted. Near perfect, polished. Lens and reflectors good. $100. Two brass rear door plates, read "Ford Motor Co.", from 1911 Ford. Very good, polished, $8 pair. Three aluminum step plates with Ford script, $4 each or $11 for three. Ottis Loveless, 4537 South Jamestown, Tulsa 5, Oklahoma.

1908 Hupmobile Runabout Model 20, 4 cyl., 20 H.P. Recently completely restored to immaculate condition. Mechanically perfect. Carburetor, wheel bearings and differential modified for touring purposes. Paint, wheels, tires, body and upholstery perfect. All brass perfect and original except rear tail lamp. Fitted canvas cover and new tire included. $2500. James C. Miller, 758 W. Dryden St., Glendale 2, Calif. CI 2-1335.

1937 La Salle 4 door sedan. Good condition, less than 40,000 miles. Clean, can be restored. $410. Mr. Donald Schotanis, 1051 W. 18th St., Los Angeles, California.

1930 Model A Ford coupe, excellent condition, original throughout. 17,000 actual miles, new rubber, must be seen to appreciate. Price $425. Edward Hutsel, 1124 Adams St., Rt. 5, Mexico, Mo.

Large collection of crank hole plugs 50¢ up. Also over 30 types of clips for holding rims on wheels 25¢ up. Send exact description or drawing for either to Don Woods, 6584 Dixie Highway, Clarkston, Michigan.

1930 Marquette 4 door motor overhalled, 5 good tires. Needs paint and upholstering. Will trade for older car or highest offer over $200. This car can be driven any where. It is not old but they are scarce. Floyd Gates, 636 So. Fountain, Wichita, Kansas, Murry 3-9242.

1916 Ford Roadster, completely restored $995. 2 new 440x21 tires $10 each. 1 brass radiator. Good. Cools perfect and looks good. $75. Marshall Woodward, R.2, Box 207, Winter Haven, Florida. Phone FR 2-1437.

Model T Ford motor block with cam shaft in it, Ford T steering gear with wheel, set of Ford T oversize stem valves and a few new old model valves that might fit other antique cars. George W. Tuck 73 So. Shirley Ave., Pontiac 20, Mich.

DYKE'S EARLY MANUALS. Various dates. $7.50 each. Jones Motor Vehicles and Engines 1926, $2.75. Danforth–Mechanical Processes, $2. Repair Manual – Ford & Mercury V–8, $1.50. Favary – The Auto Chassis, 1922, $4. Kenwick – The Steam Engine 1848, $4.50. Partridge – Excuse My Dust $1.50. Root–Auto Troubles 1909, $3.50. Deere – Operations of Farm Machinery $2.25. Robert Hicks, 4704 Vineta, La Canada, Calif.

New head gasket for Series 33 or 26 Pierce Arrow, $9. Pair nickled electric headlamps, in fine condition, Circa early '20's, $7.50. F. J. Balthasar, 650 Girard Ave., E. Aurora, New York.

Tires, all odd sizes. EMF transmission. American Underslung spare tire, rim. Stutz parts–all models, factory stock. Towbars. Cars–Hispano–Suizas, Rolls Royces, Cunningham, Overland, Mitchells, Buick. A. K. Miller, Montclair, N. J.

1914 Ford touring, restored, best offer over $1500. 1935 four door Chev., clean, first $125. 1930 Model A, 5 window coupe. New tires, runs good $150. I want a 1911 Ford. R. T. McLaughlin, R. R. No. 1, Greensburg, Ind. PH 4-4122.

Tires, all odd sizes. EMF transmission. Stutz parts, all models. Towbars. Auburn wire wheels. Cars–Hispano–Suiza, Cunningham, Rolls, Overland, Buick, Mitchell. A. K. Miller, Montclair, N. J.

WHITE STEAMER 1909 model "O" roadster; complete including all brass lamps, guages, perfect original wheels, upholstery, parts book, new Gehrigs, instruction book; metal work done, painted. Body not restored. Superheater tube leaks, have another. $3250. C. E. Shaw, 341 Granger Ave., Los Altos, Calif. Yorkshire 7-1515.

1925 Dodge touring, unrestored but complete; very few dents, has all hardware. Needs tires, top recovered, paint, and some upholstery. $150 or best offer. Excellent pair 15 Ford cowl lamps, have brass rims, only a few small dimples. $35 or best offer. Tom Whitehead, RFD, Carson City, Nevada.

Several very fine large size motometers. Some with bar caps and names of cars $10–15. Several oil guages and ampmeters with names. $5–10. Some special screw on hub caps $5–10. Some instruction books and catalogs. Write Neil O. Emworth, 215 – 23rd Ave., No., St. Petersburg, Fla.

1915 Overland Speedster, 50 H.P., 124" W.B. Includes cowl, windshield, all components for Speedster. 30 gal, copper gas tank (unriveted), trunk, bucket seats (unupholstered). New rings, brakes, carrier bearings. Clutch relined, chassis, wheels, cleaned and painted. Two almost new 35x4½ tires. $395. W. C. Mac Allister, 4729 E. Brown, Fresno 3, Calif.

1909 4 cyl. Cad engine No. 30669 and radiator, poor condition $250. Large aluminum Rolls Royce trunk 1920's, $100. 1935 V8 4 door Cad sedan, good, $200. 1926 Dodge chassis $25. Pair 1928 Packard side lights $10, and sun visor $10. C. Ferrett, 787 DeAnza Drive, San Jacinto, Calif.

Parts, wheels, tires for all antique, classic cars. 1916 Packard 12 cyl. rear end front axle, 1917 Franklin rear end front axle. 1916 Oakland radiator. Joe Watson, 711 So. 3rd Ave., Pocatello, Idaho.

Ladies lace boots, genuine leather, sizes 3–6½, new full size. Colors: Black, Grey, Dark Tan & Wine. $5.50 a pair. Postage paid. Mr. C. I. Bentley, 235 New St., Macon, Georgia.

Speedometer – Warner Auto–Meter. 75 MPH. Total mileage and trip mileage read in tenths. Black case with nickle rim. Complete with swivel, two fibre gears and 5 feet of cable. Good working order. Mrs. John A. Heyser, 1322 S. Mariposa Ave., Los Angeles, 6, Calif.

FOR SALE

1925 Ford Roadster, wrecked but not in bad condition. Motor, frame, and running gear excellent. Body complete but only fair. Practically enough extra parts to restore car. Many additional extra parts. Example: 2 motors, rear end, axles, L and R front fenders, 2 hoods, and many others. Complete list of parts furnished upon request. Must sell everything! Do not wish to separate. Good buy at $150. J. E. Yarbrough, Jr., Box 1112, Davidson, North Carolina.

Limited quantity of Souvenir Programs from the International Motor Sports Show, World's largest indoor exhibition of Collectors' and Builders' automobiles. Richly illustrated with photographs of participating Antiques, Classics, Special Interest Cars & other classes. Years 1956, 1957 and 1958 available; please specify year. $1 each, postpaid. Jim Harrigan, 6114 Merle Hay Road, Des Moines, Iowa.

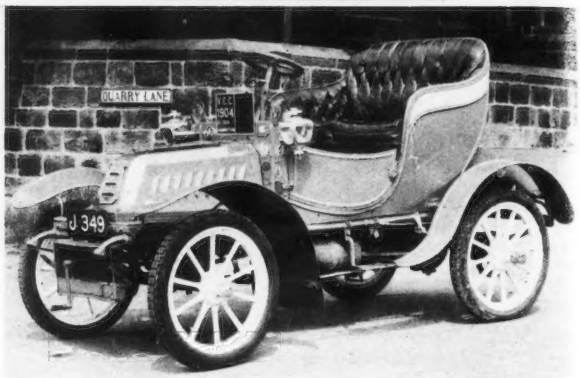
'29 Model A Ford 1/2 ton pickup. New black paint, 16 inch wire wheels, motor just rebuilt – less than 5,000 miles, good seat covers, rebuilt carb. and distributer, new brake linings, $125. Jack M. Fischer, 1250 E. Lincoln Ave., Escondido, Calif.

Mercedes–Benz coupe, 1931, type 500, Nurberg Model 40,000 miles, mechanically sound, automatic lubricated chassis as you drive. No reasonable offer refused. Art Stewart, 402 East End Ave., Pittsburgh 21, Penna.

Miscellaneous: 1909 Speedwell R. R. fender, '23 Hupmobile, windshield, radiator, starter, oil pump, dash parts, generator, 24" wheels and rims, '29 Packard small 8, front well fenders, head, shocks, radiator shell, grill 20" wood wheels, starter, generator, manifold and bumper, tublar Buick front axle, early one piece (front and sides) hood 20" wide 32" long 16" high slanted front, '24 Dodge wheels and rims, Model G 12V generator, '17 Dodge hood, new starter springs 1925–'35, '29 Pierce Arrow headlight reflectors, rims, lenses, park lights, hub caps, spare tire brackets, 1 5/16" brass fire truck rail, '31 Studebaker President transmission, '24 Cadillac parts car, early Magneto telephones and parts, '18 Chevrolet gas tank, brass windshield full frame 19" x 41", '31 Cadillac rear end gear assembly, '31–'35 Chevrolet tail light lenses, pair Hudson drum headlights and pair for ?, brass tire pump, rim jacks, '25 Chevrolet generator, '28 Chevrolet head, 1922? Buick 4 cyl. head (valves ground) metal tire covers 700x16, 600x16 550x17, new tires 525/550x18 and 20, 31x4 cl., 500x 22, new tubes, 500x18 and 6.50x20, 1912 case headlamps, "A" Ford bumperetts and '31 roadster windshield, '26 issues of Scientific America 1921, Circa 1921, Studebaker Manual, antique stoplight lenses 4 1/8 dia. '29–32 Chevrolet head gasket set, head gaskets Cadillac '24–'25, Dodge '27–'28, Hupmobile '17–'22, Studebaker 6 '19–'25, Ford V–8 "60", Marmon 8 '31–'35, Nash advanced 6 '26–'29, several for Continental engines, '27 Dodge speedometer, side luggage racks, 1924 Chevrolet rims, 1901 Oldsmobile coil "T" Ford parts, '22 windshield, radiator, top boot, L. F. fender, heads, '17–'27 coil boxes, wheels and rims, good floor boards, '1927 hood, headlights, front axle, 21" rear wood wheels and rims and steering column. Harold M. Gilbert, 15 Jefferson Street, Dansville, New York.

Classic trunks, (1) 12"x40"x19" high, curved back, $18. (1) 18"x36"x21" high, Packard insignia, handsome, $35. (1) Pilot–Ray, steerable front spotlight, $20. (1) S–M oval spotlight, $5. (2) Marmon "16" hubcaps, $4. (2) '29 Pierce sidemount fenders, $20, and (2) rear fenders $10. Also transmission, $15, trunk rack, $3, front and rear bumpers, $8, engine $45. '33–'34 Pierce transmission, $15, sidemount front fenders, $25, engine block $24. Pierce "12" engine $100, new '27–'28 Buick hubcaps, $1 each. I. Blonder, 1119 W. Orange Grove, Burbank, Calif. TH 8-3860.

1926 Model T Sport Roadster, fully restored, blue with black fenders, wire wheels and Ruxsel gear. Will travel anywhere. Price $650. 1928 Model A Roadster, runs like a top, original wheels and new tires. Ready to go. Price $750. 1929 Model A 4 door touring, completely restored to original condition, green with black fenders. A rare one. Price $1050 firm. Harold Surby, 852 South New St., Springfield, Mo.



1904 French de Dion Bouton Voiturette. Single cylinder, 6.5 H.P. British rating. Very rare model, in immaculate condition throughout. All parts original. This car is British V.C.C. certificated. It has taken part in several London to Brighton veteran car rallies, and won a number of ribands. It was also a sister car to "Genevieve" in the famous British film of Veteran cars. It is painted in the original lavender and ivory and looks a dream. This car was reputedly originally owned by the late King Edward VII of England and has one of the first known automatic transmissions which still operates perfectly. Price $3500 or close offer. Martin Sefton, 8335 Melrose Avenue, Los Angeles 46, Calif

British lamps, horns, etc. Two Lucas self generating headlamps, $50 each. Horns from $10 up. Silly looking tail lamps, cheap. American lamps also. Write your needs. Ross H. Gast, 3756 Prestwick Drive, Los Angeles 27, Calif.

Six 20 inch Mercedes wood wheels, including chromed outside rings, lock rings and 4 fl rim balancing units. Steel hubs have been removed. $10 each. Art Stewart, 402 East End Avenue, Pittsburgh 21, Pennsylvania.

1895 Hurtu Benz $3500. 1903 Cadillac rear entrance touring $3000. 1905 Black high wheel roadster $1500. 1902 Baker electric $2500. 1909 Maxwell roadster $2000. 1910 Maxwell touring $3200. 1914 Chalmers touring $2100. 1925 Pierce Arrow roadster $500. 1933 Packard Sedan $750. For further information, communicate with Mr. William Pollock, 443 Highland Road, Pottstown, Pa.

1937 Rolls–Royce Phantom III, 3 BT 179, H. J. Mulliner Sedance de Ville. Nine firsts in ten Concours including "Best of Show" Pebble Beach 1957. Complete history available. Recent chassis and motor overhaul. Interior as new. Solid tappets. This is one of the most magnificent specimens in existence today. Price: $4700. Frank B. Cox, 366 Los Cerros, San Rafael, Calif.

Oakland Sedan 1928. Original Bill of Sale available. $350 takes it. Charles G. Ort, 245 Main St., Hackettstown, N. J.

One 1923 Studebaker 2 door sedan, all original, running on good rubber. One 4 door 1928 Chevrolet sedan, running, 2 Chevrolet 1928 Coupes. 1 1926 2 door Chevrolet sedan. All are in restorable condition on rubber. Will sell seperately or a bid on all of them. Also have 1923 Hupmobile Roadster. All there but needs lots of work. Cars located at 4858 Ave. L 13, Quartz Hill, Lancaster, California. R. R. Starr, Box 261, Lancaster, California. Phone Whitehall 34478.

International High Wheel Auto Wagon, Model MWX, number 1679 about 1912. This truck is running and all original, needs only to be painted to make new. Price $1,095 firm. Bruce H. Atchley, Route No. 1, Loudon, Tennessee.

1931 Desoto 4 door, excellent original condition. $250. C. B. Finley, Route 1, Box 812, Beaverton, Oregon.

FOR SALE

1929 Franklin Coupe. Motor runs, good tires, body good, needs cloth top and deck lid. Licensed in 57, $250 or trade for 1915 or older Ford T parts. Four 33x5 tires 8 ply, like new, with flaps and 3 tubes $80. Two jump seats $20. Freemond Reed, 1316 Regent St., Alameda, Calif.

CATALOGUES on Packard–Lincoln–Cord 1925 up, all color originals, no reprints; some Auburn Stutz and others too $10–$25. These are duplicates. Will sell or trade for ones I need. If no reply, your name on file; I'll try to locate. Gordon Fairbanks, 54 Oakland Ave., Westmount, Quebec, Canada.

1914 Detroit Electric, $1500, charger, Price Firm, runs good. G. K. Hardt, 701 Santa Rosa Ave., Santa Rosa, Calif.

The Finest Antiques and Classics in England and Europe. H.C.C. member going abroad in spring will accept commissions to locate and purchase the car you want. Reports on all cars will be in terms that will give you an accurate description of condition of the car prior to purchase. Save MONEY and get what you expect. For further details write to: Bruce Fagan, P. O. Box 46205, Hollywood 46, Calif.

Some used Franklin parts. Ed Landmichl, Jr. 3826 W. 65th Chicago Lawn, 29, Ill.

Have early car ads 1901 to 1915, such cars as Oldsmobiles, Franklins, Peerless, Popes, Cadillacs, Ramblers and many others, 50¢ each. Send year and model number, also self-addressed envelope. Also have ads on motorcycles, bicycles, clothes, pianos, phonographs, tires, etc. L. W. Hahn, 2232 S. Evanston, Tulsa 14, Oklahoma.

1925 Chev. Coupe, excellent original upholstery, solid body, also spare parts, $250. 1924 Dodge 4 door sedan, very solid throughout. Drive it away $200. Will take 23, 24, or 25 Model T 4 door sedan on trade. Frank L. Reichlin, Jr., Route 1, Burlington, Washington

1921 Cadillac touring, original including trunk, two spare rims and tires, side curtains, air compressor manual and tools. Top and upholstery needs some work. Good body, no rust or dents, $1200. Take excellent 1930 or 1931 Ford in trade. Roadster preferred. W. O. Krumwiede, Voltaire, N. Dakota.

Wiring diagrams and electrical system specifications for most American made cars 1916–1930. No Electrics or Steamers except Stanley. Cost – 50¢ plus $5.00 deposit. Write wants. Roger Abbott, 550 E. First St., Azusa, Calif.

32 Lincoln Model KB V12 Sedan. Solid body. $200. E. F. Woolf, 2609 N. Kilpatrick, Portland 17, Oregon.

1908 IHC International, has all brass head and side lamps. New hard rubber tires. Picture on request, price $895. N. F. Keiger, Jr., 1910 S. Main St., Winston–Salem, N. C.

Maybach, 1938 Convertible Sedan. Fabulous 5400# German automobile. New Tires. Needs restoring $650. S. L. Guttridge, Jr., 1329 Holly Lane, NE, Atlanta 6, Ga.

All bronze new carburetor for ealy four cylinder Mercer. $35. H. W. Carr, Mt. Eyre Rd., Newtown RD 1, Pa.

Authentic ads for high wheel bicycles, showing picture of bicycle, from 18 to 1879 magazines, 50¢ each. Please send stamped envelope for reply. Doug Boyvey, 214 W. Wilson, Costa Mesa, Calif.

Swaps

Have 1926 Buick Brougham Sedan, original shape, runs perfect beautiful tour car. Want electric car or 1915 or older gas or steam car. T. Robinson, Box 20, Everett, Wash.

1917 T Ford touring body, fair, frame front fenders, running boards, 2 31x4 wheels hubs tires, anything for 1915 T needed.

SWAPS

Will trade 1905 Maxwell Tourabout for pre–1915 large touring car. Maxwell professionally restored. Attended 1958 Reno Tour. Touring car should be equally well restored. Will trade straight across; give or take boot. Eli Williams, 823 Talisman Drive, Salt Lake City 16, Utah.

Rear tonneau, Model "A" Cadillac, differential for Hupmobile Model "10" complete, and perfect with hubs and driveshaft. 4 new 30x3 steel feloe wheels, WW 1 airplane engines. Need Lozier parts or what have you. D. D. Colee, 3812 E. Coronado Rd., Phoenix, Arizona.

Have: 1926 Flint Maintenance Chart (2'x3'); 1921 ABC Generator Catalog (Motorcycle Lighting); Brochure, Cylinders, pistons, lights for Neracar. Need: For 1914 Oakland, Model 6–48: water pump, Owner's Manual, moto–meter, man's costume shoes, size 10½, what have you. Ted Kelly, 1320 Mohawk St., Los Angeles 26, Calif. DU 8-4082.

Have two original Ford brass radiators, one with new Eskimo core, the other with original core but tested and certified roadworthy. Will trade up or down for brass lamps, windshields, or other. Will guarantee satisfaction on the radiators. C. Anderson, 888 Linda Flora, Los Angeles 49, Calif.

Want to trade: 1 pair tonneau doors (R&L) for Model M Cadillac, sound w/good leather, brass hinges, locks and handles. 1 pr. tonneau doors (R&L) for Model F Buick, sound, original Maroon paint, good leather, brass handles and locks w/hinges. I need right front spindle and two rear hubs for Model 17 or 16 Buick of 1909 or 1910 or any other chassis parts. Col. Lowell R. Whitla, 2215 High St., Phone CE 42506, Topeka, Kansas.

Will trade 36 Ford Roadster, unrestored, for a Plymouth Roadster, preferably a PB. Will trade 1911 E.M.F., restored, for a Rolls PI touring. Jim Smailes, 18 Enslee Rd. Coshocton. Ohio.

Lancia Lambda, 1924 Vee 4 parts...cylinder head gaskets (2), valve and valve springs, oversize fabric disks for drive shaft universal joints, pistons, used (2). Also full size brown paper pattern for under pan. Will swap the lot for six wire wheels, tires and tubes, 765x105 or 815x105 that are for my 1924 Lambda. Contact Herbert Lozier, 1750 E. 21st St., Brooklyn 29, New York City.

Will trade for Classic: 1918 Hup touring complete. Needs very little to restore. 1928 Hup sedan – a nice car. 1928 Chevrolet Lando sedan – easy to restore. 1910 Velie chassis–complete. 1926 Willis Knight big 6 roadster. Dr. J. L. Pinard, 218 South Main, Sioux Falls, South Dakota.

New side curtains, Ford, Chevrolet, 1915–1931; top bows, 31 Willys roadster, large touring (1912 Hudson?); many screw hub caps, headlamp lenses, send description; Stewart tumknuckles; new 21 inch wood, 2 "Hayes" wire, Ford wheels; need top bows, side lamp brackets, '25 Ford roadster. Joe Egle, 10200 Reeds Drive, Overland Park, Kansas.

Will trade brass T radiator, pair headlamps, pair side lamps, four fenders, running boards, windshield hood, splash pans, body front section, wheels, from 1914 Ford T parts car. Need the following: differential for 1910 Ford T, tail lamp E & J, brass tire carrier, tire lock ring, square, brass carbide generator, horn bracket, speedo gear, swivel, cable, nuts, bracket for 1909 Cadillac roadster. W. K. Smith, 336 Kensington Drive, Madison 4, Wisconsin.

Swap following Manuals: Studebaker Model "E.E." Six, 19??; Overland, Six, Model 93; 1925; Chrysler Royal Eight, 1933 for one Hudson Super Six, 1927–28 Manual or Shop Manual. W. E. Ashcroft, 2213 Drakestone Dr., Colorado Springs, Colorado.

Will sell or swap 1915 Model "T" Ford touring car, restored to perfection, a winner, for a 1929–1930 or 1931 Model "A" Ford Cabriolet or Roadster. Bob Brevard, 3018 Wyoming, St. Louis 18, Mo.

WANTED

1909 Ford touring or roadster body. Must be in good shape. Will pay good price. C. Selicious, Box 136, Old Lyme, Conn.

Brass head lights suitable for about 1912 8 inch fork. Also tail light. Radiator emblem for Reo the 5M. Must be good, will pay. R. L. Williams, 9350 S. W. Firgrove Lane, Portland 25, Portland.

Unable to drive my 1912 Jackson because chassis is missing. Who has, or knows of, one for sale. J. R. Brown, 106 Western, Topeka, Kansas.

Wanted for 1918 Dodge touring: top irons and bows, all or part, any condition, 1915–22 will fit. Henry A. Jansen, 11 Hunt St., Hamburg, N. Y.

Early 1903, '04, '05 or '06 Ford. Joe Streeter, P. O. Box 730, Claremore, Okla.

Planitary transmission parts, water pump or a parts car or any leads to parts for this car. 1906 Straight Dash Olds Runabout. J. P. Neal, 2706 Bluefield Ave., Nashville 14, Tenn.

Wanted for 1931 Cadillac convertible coupe: thermostat controlling radiator shutters, one hub cap (about 8½ inches in diameter), tail light and license plate assembly for left side of car. Delmer F. Hubbell, Box 795, Chatham, Mass.

Help: Need 3 deck brass chimney for No. 1032 Solar square side. Will trade pair for something else. C. J. Reimuller, P. O. Box 646, Redlands, California.

Wanted for a 1913 model 32 Hupmobile 1 complete set of top bows and sockets for a touring model. Also carbide head lamps and radiator cap. Phil Nunley, Salt Lake City, Utah.

WHEELS: Need four 28 inch wheels two front and two back wheels less hubs together with five rims for same. Would like to have continential demountable. 36 x 4 tires for same also. All above for a 1913 Chalmers Touring Car. A. E. Blackburn, 2508 Cherokee Lane, Winston Salem, North Carolina.

Parts for 1915–16–17 Packard V12. Name your price. Also a speaking tube any shape. In bad need of points, gas pump, starter, for car to put back on tours. J. Niewiek, 7063 S. Division, Grand Rapids, Mich.

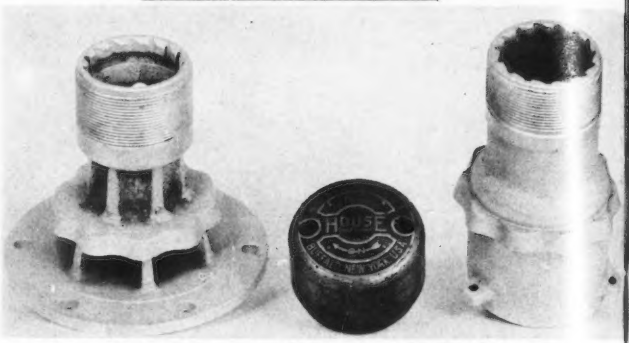
Shop Manual and Owner's Manual, one Milk White Parking light lens for 1927–28 Hudson Super Six, Model 80. W. E. Ashcroft, 2213 Drakestone Drive, Colorado Springs, Colo.

A set of 28x2½ wire wheels with hubs, and hub caps like pictures. Will except hubs only, or rims only. R. B. Schaffer, 1557 Hauser Blvd., Los Angeles 19, Calif.

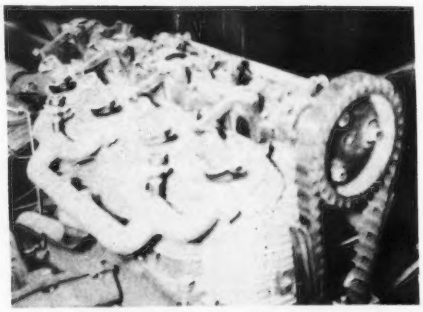
Matched pair of headlight lenses with 8–1/8 inch O.D. 7 inch center section. Send sketch of cross section of lenses available with dimensions. Also want original or authentic floor mat for 1931 Chevrolet. Frederick Batcher, 2479 Hartland Ave., Overland 14, Missouri.

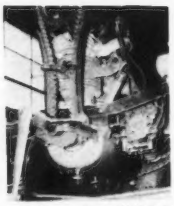
For 1922 Willys–Knight roadster; Owners Manual, motometer disc, engine gaskets. Doug Boyvey, 214 W. Wilson, Costa Mesa, Calif.

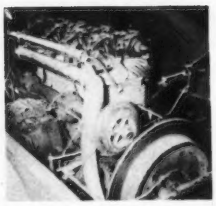
Ring gear and pinion for 1912 Buick Touring. N. F. Keiger, Jr., 1910 S. Main St., Winston–Salem, N. C.



Want house hubs, hub caps and one wheel 30x3½, 54 spokes for these hubs. Also want double bucket front seat and metal dash for early Buick and RS or N Ford radiator. P. B. Zeigler, 665 Wilson Ave., Saginaw, Mich.







Engine complete for 1910 International. This is a 4 cylinder, air cooled engine like shown on photos. Will pay good money for this engine. Can any body help me? Frank J. Turek, Milligan, Nebraska.

Ford touring, 1912, 1913 or 1914 in restored or good original condition, located in or near Ohio. Must be reasonably complete with original accessories and a sensible price. Please send details to James F. Schussler, 1001 Chestnut St., Ashland, Ohio.

1912 Auburn parts. Want brass headlamps, nickled, that take a 9 inch fork and have "Auburn" on the bonnet. Will buy one, a pair or the bonnet. Interested in anything for this car. I answer all letters. David K. Gast, 3756 Prestwick Dr., Los Angeles 27. California.

Top bows for 1931 Ford roadster. Verne Kasper, 1335 Campus Ave., Redlands, Calif. Phone: Pyramid 3-3812.

Curved Dash Oldsmobile or an early Steamer (1900 to 1910) preferably unrestored. Brass tail light for Model T Ford. Dr. Ronald Moreschini, 302 Bon Durant Building, Pueblo, Colo.

Pair of Pasco 30x3½ wire wheels, pair of four rivet T fender brackets. 61 inch T steering column. Round gas tank 23 inches long 14 inches diameter. Overhead valve set up for T. Diamond 06 gas brass headlamp. Prof. Wm. Cain, Texas Tech, Lubbock, Texas.

WANTED

Need 1915 hood with louver, also one set of clincher wheels 30/3 front 30/3½ rear. All parts must be in good condition if possible. C. J. Mecham, 809 Fayette Ave., Salt Lake City 4, Utah.

Information and any parts for Fuller car made in Nebraska 1908 to 1910. Have 27 Nash 4 door sedan for $75. Stored in Los Angeles, Ray Ringer, Rt. 1, Box 433, Denair, Calif.

For 1915 Overland 81T: Body, touring or roadster, rear fenders, top complete, starting motor complete. Al Nisbet, Box 126, Tahoe Valley, Calif.

1938–39–42–53 Pontiac sales catalogs. Laverne H. Skoglund, 7045 Oliver Ave., So., Minneapolis 23, Minn.

For 1909 Packard, Model 30: Carburetor, coil box, spare tire brackets, Victoria type top. H. Owen, 4748 E. Brown, Fresno, Calif.

For 1920 Buick: 1 pair of headlight lens and reflectors, 2 34x 4½ tires and tubes, complete set of lug bolts and nuts for wood wheels. For 1927 Tudor: 1 pair front fenders. John Goodwin, Apex, N. C.

Instruction books, literature before 1916. Anything on Henry Ford or his Model T. Enamel emblems. Script. Model T accessories and speed equipment. Harry Pulfer, 2700 Mary St., La Crescenta, Calif.

Model T Ford body, any model acceptable. Prefer open style, good to excellent condition. Have 1926 chassis – can fit most year body. H. W. Carr, Mt. Eyre Rd., Newtown RD 1, Pa.

2 split rims with locks for 600x20 tires. H. W. Carr, Mt. Eyre Rd., Newtown RD 1, Pa.

Set of five wire wheels, four hubs and hub caps. Accessory type 30" x 3½" for Model T Ford. Accessory distributor ignition that includes whole front plate for pre–generator type Model T's, Stewart firewall speedometer, cable and gear for '15 Ford. Ralph Simons, 32 W. Franklin, Tucson, Arizona.

Minerva parts, hand brake. Hartford shocks, Ryan–lite lenses, Warner swivel joints, Hispano stork mascot, Dodge 4 cyl. wire wheels. A. K. Miller, Montclair, N. J.

First, second, sixth and ninth editions of Dykes Automobile and Gasoline Engine Encyclopedia. Have thirteenth and eighth editions to trade. Paul W. Hatmon, 2504 Queen Ridge Drive, Independence, Missouri.

Four 24 inch Buffalo wire wheels with single snap ring. Geo. K. Lavery, Carlisle, Iowa.

Engine, clutch and radiator for Model 16 or 17 Buick. William P. Snyder, 53 Beal St., Rockland, Mass.

1909–10 unrestored touring car. Will pay reward for lead to buying a quality car. Have antique cars and parts for trading. Phil H. Andrews, 3511 San Ysidro, Sacramento, Calif.

Parts for 1923 Stanley Sedan: Dome light, door lock, right side, speedometer, rear hub cap, 20 H.P. engine. L. J. Washburn, 3956 Fort Drive, W. Riverside, Calif.

Need 1913 Hupp parts or parts car in western states. Have remains of 1913 Hupp touring but not complete. Will buy parts car or sell or swap what I have to member that can use. For details write Andy Coroles, 3231 Adams, Ogden, Utah.

1908, 1912 Metz parts. Need radiator, hood, fenders, cowl portion of body, lights, friction disc. Have following to trade: Brass T radiator, tapered leaf front spring, very good 33x4 Goodyear Pathfinder tire, '24 Jewett and '19 Oakland chassis complete with radiators, '27 Chev. radiator and shell. Ralph Dunwoodie, Hartford, Wisconsin.

Interchangeable parts book for 1937–38 cars. Must include Pierce–Arrow. Also shop manual for 1937–38 V–12 Pierce–Arrow. Will buy or borrow if possible. Walter Streeter, 25070 3rd St., San Bernardino, Calif.

Stromberg carburetor, Model H with 1–3/8 inch throat. A. J. Prather, 2522 Veteran Ave., Los Angeles 64, Calif.

Pair new engine water side plates, new distributor cap and rotor, engine manifold gasket set. Interested in any other new parts for 1937 Packard, 12 cyl. Model 1507. R. E. Carter, 317 No. First St., Alhambra, Calif.

Back issues HCC Gazette: Vol. 13, No. 1, Vol. 12, Nos. 2, 3, 4; all Vol. 11; Vol. 9, No. 1; Vol. 8, No. 3, and all previous issues. Bernard J. Weis, 142 Vassar St., Rochester 7, N. Y.

1916 Overland touring Model 83 TLH. Two rear fenders, two front doors, complete windshield. Top frame, hood tail light, battery box cover, two wheel rims and five lugs, front and rear seats. Joseph J. Kostuba, 3437 So. Harvey Ave., Berwyn, Ill.

Help? Wanted a complete front wheel with hubcap. Size 33x4 for my 1921 Nash Six Cylinder Touring car. I had a collision and unable to tour with it again until I acquire another front wheel. Hoping to hear from someone. Chas. Nash, 9009 Cherokee, Kansas City 15, Missouri.

Anyone interested in forming a Caravan and driving their Antique Auto to Panama, South America this spring write J. Messick, 1437 W. Euclid, Stockton 4, California to see what can be worked out.

10 tooth Pinion drive gear for 1910 2 cylinder Maxwell. Also four 28x3 tires. R. C. McCulley, Wapello, Iowa.

Motorcycle, Champion or Militaire 4 cylinder, any condition. Marion Diederiks, 1732 Lakeside Ave., So., Seattle 44, Wash.

Spare tire carrier for 24–25 Fords equipped with 21x450 tires. Ronald C. Knepper, RR #6 Aboite Center Rd., Ft. Wayne, Ind.

Brass headlight Solar 859A. Also one good double twist brass bulb horn. Don Boulton, 2849 N. W. 19, Oklahoma City, Okla.

For 1931 Chrysler 6 cyl., Model CM: Running board mouldings, original floor mat, tail light lens, chrome grille, pedal pads, and spare tire locks for sidemounts. Gates Willard, 232 Bayview Ave., Manhasset, L. I., New York.

Have housing for Jumbo Planator. Need gears or information about this 2 speed box that bolts on front of "T" differential. Need bows and top and rear half of body for 1914 "T" touring. Edgar R. Brown, 905 Stanford, Dumas, Texas.

Folding luggage rack for rear of 1937 Packard. Forrest R. Carpenter, 2119 W. Vista Ave., Phoenix, Arizona.

Accessory catalog for 1938 LaSalle, 1938 Chrysler, 1939 Plymouth, 1939 Zephyr, 1941 Cadillac. Top boot for 1937–38 Plymouth, Dodge, DeSoto, Chrysler convertible coupe. 1941 Cadillac 62 accessory fender skirts. John Carew, Green Lake, Wisconsin.

For 1914 7 passenger Haynes: 2 front wheels, 3 rims 36x4½, radiator and shell, windshield brackets or parts car. Also want to correspond with Haynes owners. L. L. Adamson, 1506 Haddon Ave., Modesto, Calif.

Rear seat cushion for Model T Ford 1917 to 1921 Model touring. Give price and condition in letter. C. J. Mecham, 809 Fayette Ave., Salt Lake City 4, Utah.

Notice: Advertisers are reminded that it is not a good idea to include other club business with their ads. If a refund is due it can complicate matters.

WANTED

Two aluminum or four steel connecting rods and two inner sleeves or complete engine for 1925 – 4 cyl. Model 65 Willys–Knight. Could use 1923–24 engine or parts. Also 1930 66B Willys–Knight Great Six wire wheel hub caps. I can send sketches and parts numbers. Earl W. Stidworthy, 69–73 Main St., Box 181, Warwick, New York.

For large 6 cylinder 72 H.P. THOMAS FLYER, wheels and engine parts, water pump, radiator emblems. What do you have in spares for this car? For "36" H.P. PIERCE ARROW – Original carburetor and 3 cylinder blocks. For "30" PACKARD 1908. Ignition system complete. Set of 36x4½ Wooden Wheels and rims. Set of 32x4 Wooden Wheels, rims (demountable) and tires. Large single self–generating brass headlamps as follows: 1 Autolyte No. 20, 2 Phare "Le Baby", 3 Phare C. Billy, 4 Phare Neverout No. 23 and 28, 5 Phare Continental (large), 6 Dietz Lucifer, 7 Solarclipse large size not self–generating and spare Solarclipse lenses. Assorted sizes of headlamps magnifying lenses. Pair of original Simplex brass headlamps. Two spark, Dual, 4 cylinder magneto. Dr. Samuel Scher, 1100 Park Avenue, New York 28, New York.

Four 32x4 tires and tubes. Manual on 1921 Studebaker Special 6 cylinder. Information on where to obtain material for a touring car top. Touring car body for a Model T 1926 and 1927. L. J. Ollig, 3729 North 27th St., Phoenix, Arizona.

Owners Instruction Books, Catalogs, Shop Manuals, and Parts Lists, 1900 to 1935. Will buy one or a thousand. R. Pierce, 3517 Dollar Dr., Akron 19, Ohio.

1929, '30 or '31 Chevrolet Phaeton or body for same. R. J. Pettingell, Colo. State U., Ft. Collins, Colorado.

Information on two cylinder conversion kits made in Buffalo about 1906 for one cyl. Cadillacs. Kit consisted of complete engine, trans. and sub frame. Need to authenticate this conversion before restoring my 1906 Cadillac. Can you help me? Fred N. Gilchrist, 7535 S. E. Reed College Place, Portland 2, Oregon.

One or more Overland, quick–change, non–demountable, wire, 23 inch 30x3½ tire size wheels with small hubs. Have two fronts complete with hubs and caps but large hubs to trade. Also odd iron brass and all brass lights to trade. Want "T" race parts. Albert M. Biehl, 3831 No. Van Ness, Fresno, Calif.

PACKARD ITEMS–FOR 4 CYL MODELS

RADIATORS · BODIES · (OR PARTS OF) · WHEELS · TOPS · ENGINES · TRANSMISSION · REAR ENDS · MAGS · CARBS, OR · · ???
WILL PAY CASH OR SWAP BRASS ITEMS FOR PARTS OR LEADS ON COMPLETE CARS OR ANY COMPONENTS OF SAME
Contact · DICK TEAGUE, 4740 W. MAPLE RD., BIRMINGHAM, Michigan

1923, 24, or 25 Dodge touring, or roadster. Unrestored, complete, and reasonable and restorable. Larry Smith, 12 Eastfield Drive, Rolling Hills, Calif.

For 1920 Packard twin–six 7 passenger touring. Top bows and sockets or irons only, tail light and mounting bracket, nickle drum type special equipment that year, tool set, tire guage and fittings, bumpers. Chester R. Casey, 1425 Murray Bay Drive, Houston 24, Texas.

1918 Studebaker 6 cylinder 7 passenger touring in good restorable condition – if price is right. Must be located in the midwest. Give price and details in first letter. Rudy G. Gilbertson, Pipestone, Minn.

Winter front shutters and controls for Rolls Royce, Silver Ghost British, 1920. Dan J. Bihler, 1303 Third Street, Moundsville, W. Va.

Packard 1932 Model 902 Phaeton Shop Manual, flying lady radiator cap, hub lock for side mount wheel, red tail light lens, left tail light body, wind wings, side mount mirrors, Spartan Model LA trumpet horns, hood 42 inches. Center Hinge four louvre doors each side, step–on starter switch. Truman S. Fuller, Jr., Route Four, Bethelehem, Pennsylvania.

Good radiator cap, 2 1/8" diameter, 13 threads per inch, male threads (outside). Want good one, I have a clunker. 2 hub caps, 2¾" diam. with those very fine threads, steel or brass, what have you. New or good 30x3 clincher tire. Fla. visitors come by. E. Clavel, Wauchula, Fla.

For Reo 1912–13: front & rear axles, wheels, 26' rims, radiator, also Reo emblem. Steering wheel, windshield, top frame, fenders. J. D. Grace, 3512 Russell, San Diego 6, Calif.

For 1930 American Austin. Fiber timing gears (cam and generator) for right–angle mount. Outside door handle with lock. Tie–rod in good condition. Richard Dement, 165 O'Farrell, San Francisco 2, Calif.

Steam car or complete steam power unit. Have 1952 Mercedes-Benz, Model 220 which I might consider trading for complete steam car in good condition. F. Wiseman, 1318 Linden Ave., Glendale 1, Calif. Phone: TH 2-5762.

For 1925 Model 65 Willys–Knight 4 cyl. Two Lynite aluminum connection rods, two inner and outer sleeves, new or good used. For 1930 Model 66B Willys–Knight Great Six, four or less wire wheel hub caps, new or perfect part # 374957. Can send sketch and part numbers. Earl W. Stidworthy, 69–73 Main St., Box 181, Warwick, N. Y.

Cadillac V–59–1921. Open type preferred. Desired completely restored outside and in A–1 mechanical condition inside, as I am not that handy. Car wanted for sentimental reasons. White Jones, P. O. Box 884, Charleston, S. C.

Open valve engine and original rear–end for my 1910 Ford T. Please state asking price and details as to condition and degree of completeness as fully as possible. Also need original steering column with brass spider steering wheel. Francis Watson, 498 Pepper Rd., Petaluma, Calif.

Stutz Roadster or Speedster body, Duesenburg 4 cyl. engine. Joe Watson, 711 So. 3rd Ave., Pocatello, Idaho.

Spare wire wheel carrier for 1926–27 Touring Ford. Howard A. Hils, 700 Gilman Rd., Moberly, Mo.

Parts for 1918 Chalmers Model 35–C: head gasket (Victor No. 7 McCord No. 79) crank and crank hole cover, valves, pistons (new set), instruction manual. Howard Blankenforth, Rt. 2, Lynden, Wash.

Ford 1910–1914 touring. Please send full details, price and snapshot. Frederick Buenzle, 1491 44th Ave., San Francisco 22, Calif.

E. J. all brass tail light, J. Brown tail light for T Ford. Brush transmission and brake riggen. Buy or trade. F. J. Smith, 2211 So. 38 St., Lincoln, Nebraska.

I need for completion of '26 model T Ford roadster: set of top bows, Claxon horn, body brackets to support top, rear view mirror for windshield. Robin McGeorge, 37 Loch Lomond Lane, Pueblo, Colorado.

For 1910 Maxwell "Sportsman" – "Semi–Racer" an all brass speedometer, reading to 90 M.P.H., with bolts on back for mounting on vertical fire wall. Bobbie Warren, 1104 Howard Lane, Bellaire 101, Texas.

Need engine for a 1921 Studebaker light six car. Any information appreciated. George M. Blanch, Jr., 27 Kay Ave., Milford, Conn.

IMPORTANT BULLETIN

New Classified Advertising Rule:

ALL ADS NOW LIMITED TO 50 WORDS

This will enable us to include more ads, and adopt a later deadline date.

OFFICIAL HCCA DECALS

50¢---3 for $1

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LOS ANGELES 47, CALIFORNIA

Gazette advertising doesn't cost *It Pays!*

ANTIQUE RADIATOR EMBLEMS

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The S-D is 2½" Diam. & Costs $5.00. The EVERITT is ◆ shape, being 3¼" x 2¼" and having 2 colors of enamel, cost $6.00. Both are die stamped, *vitreous* enamel and are made from the original dies by the original manufacturer. With fasteners, postpaid and insured.

ROGER ABBOTT 550 East First St., Azusa, California

THIS AD RAN FOR THE FIRST TIME IN THE SERVICE DIRECTORY OF THE NOV. - DEC. GAZETTE.

IMMEDIATE SALES AS A DIRECT RESULT OF AD. .$343.00
COST OF ONE INCH AD 6.00

If you have a product or a service of SPECIAL INTEREST TO OUR MEMBERSHIP, you are eligible to advertise in the GAZETTE.

FOR RATES, DEADLINES, OR ANY OTHER INFORMATION WRITE TODAY TO:

HERB PRENTICE
ACETYLENE ALLEY
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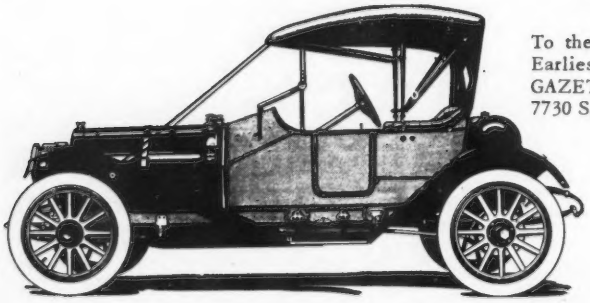
DOWNEY, CALIFORNIA

Pictured here is the late Ralph DePalma winning the 1912 Elgin road race, one of the most important of his nearly 3,000 victories. **Name the car he's driving and we'll send you FREE an 8x10 print of this picture.** Earliest postmark counts.

$10.00

WORTH OF FLOYD CLYMER'S MOTORBOOKS

FREE!



To the first person who correctly identifies this automobile. Earliest postmark counts. Send entries on a postcard to GAZETTE CONTEST, Horseless Carriage Club of America, 7730 S. Western Ave., Los Angeles 47, California.

DON'T WAIT!

BOOK REVIEWS

Model T Memories is Floyd Clymer's latest book on the Ford, and priced at only $2.00 is a real buy. For besides Clymer's own story of his experiences with "the Universal Car," this volume includes Les Henry's well-known but hard-to-get story on "The Ubiquitous Model T." The latter is not only an excellent history of the car, but takes the car year by year from beginning to end and notes each and every change....an invaluable thing for anyone restoring a car and needing information on lamps, correct type of fenders, materials, etc., etc., etc. A section on Model T humor is included as well as one on accessories. This is a big book, having 112 pages the size of the Gazette, and hundreds of photos, drawings and cartoons. This fine book, attractively bound, is recommended without reservation. Order directly from Floyd Clymer, 1268 S. Alvarado St., Los Angeles 6, California.

Tire Facts about the Early Model T Ford is a small 16-page booklet that holds a vast amount of interesting and useful information on early tire and wheel specifications. The text concerns the Ford primarily, but the tables include much useful data for other makes; more than two dozen, in fact. Published by Floyd Clymer at $1.00.

Model T and A Ford Owner's Handbook will be invaluable to anyone planning to attack either model with pliers, screwdriver and hammer. Written by Victor Page in 1928, this big (576 pages!) book is an encyclopedia of mechanical information on the T, and includes smaller sections on the Model A and the Fordson tractor. 264 good photos, charts and drawings show in detail how to take apart, repair and reassemble every part of the Ford. Exploded views of the transmission and other complex parts make it easy to repair these units. Dimensions and specifications of every part down to cotter pins are included. This easy-to-read book will answer any possible question on the Ford Model T or A, and owners or potential owners of either car should have this book handy at all times. Remember, 576 pages and hundreds of illustrations! MODEL T AND A FORD OWNER'S HANDBOOK is neatly bound, and is priced at $6.00 from Floyd Clymer Publications, 1268 S. Alvarado St., Los Angeles 6, California

20% off on all Clymer Books is the principal inducement offered by a new club founded by Publisher Floyd Clymer. Dues of $10.00 a year are nominal when you consider the money you'll save on just a few book purchases through the year. A subscription to "Automobile Topics" and a packet of cards, etc. goes with the annual membership. For details write WOCC, Box 20749, Pico Hts. Sta., Los Angeles 6, California.

The Veteran and Vintage Magazine, an English monthly publication, continues to remain one of the best in its field. The latest issue carries major articles on Post-Vintage Thoroughbreds, the Rolls Royce Phantom III, a 1908 "How to Fly an Aeroplane" story, a biography on Emile Jellinek (Mercedes promotor) and numerous shorter articles. The GAZETTE Editor has a few free sample copies if you're interested.

Fortune magazine for December carried an excellent article on the current Rolls-Royce, plus a four-page illustrated story on a recent R-R club meet. Try to get a copy.

Franson's Motor News has moved again; the new address is Box 1568, San Diego 12, California. This little folder full of news on cars old and new has been around a number of years now, and at 12 copies for a dollar is a fair value.

Floyd Clymer's **Super Scrapbook of Those Wonderful Old Automobiles** is just that....a SUPER Scrapbook. 214 pages measuring 8½x11 inches, chock full of the fascinating ads you've found in previous Clymer scrapbooks, but made even more interesting here by more complete comments by Clymer on each page. Half the book is devoted to general subjects: "Transport without the Horse," "Early auto fashions," "An automotive society," "Competition and the Automobile," "Accessories and special equipment," "Cars for expensive tastes" and "The restoration movement." The rest of the book covers the surviving makes one by one, and gives a fine view of each car's progress thru the years. There is a Forword by Capt. Eddie Rickenbacker and a useful index. This is basically the same book that was offered by McGraw-Hill for 50% more, and it is a good value in Clymer's own 4-color stiff cover priced at just $4.00. This big book will give you hours and hours of pleasure.

Old Cars the World Over, by Elizabeth Nagle, Arco Publications (London), $3.75. Elizabeth Nagle, longtime Secretary of the Veteran Car Club of Great Britain, is well known for her first book, "Veterans of the Road." Her latest effort is far more comprehensive, covering the growth of the automobile restoring hobby from its "renaissance" in the thirties to the present time, and in like manner, covering the activities of the old car clubs in all the countries in which they are active. Australia, New Zealand, South Africa, the Scandinavian countries, Belgium and western Europe and the United States are all represented. The activities of the clubs of each of the countries are detailed, the growth of the clubs, their publications, their problems --- all are presented in an interesting and detailed manner. There are Forewords by representatives of each of the Clubs, plus excerpts from letters and club publications. All this is interestingly documented with photographs of activities throughout the world. That there are thirty-one clubs throughout the world devoted to the restoration of antique and vintage automobiles is a fact which will indicate to the reader that this hobby is on the increase.

A number of delightful vignettes punctuate the descriptions of cars and activities illustrating that old car restoring and operating problems are the same the world over. The variations in the approach to the problem of what is worthy of preservation gives pause for consideration. In like manner, the use, or lack of, costumes of the era is discussed, though not controversially.

The pictures and specifications of over 95 antique and vintage automobiles, many of which have never been seen nor heard of in the United States, makes a valuable addition to the book.

The book is highly recommended to true afficionados of the horseless carriage, as it presents not only different viewpoints but discloses many entertaining examples of the camaraderie which has stimulated the growth of the hobby, now on a global basis.

J. O. Goodell

From the collection of Dr. A. S. Lawrenz

Oh, for the tender, bygone days
When life was not so dizzy,
And no one greater questions had
Than this one: How is Lizzie?
When all the world was light and gay
And full of simple glories –
And life seemed just a matter of
The latest Ford car stories.

●

Walt: Did you know all the Chevrolets will be painted green?

Les: No, Why's that?

Walt: So they can hide in the grass as the Fords go by.

●

Three neighbors with new cars held a Christening. The first man had a Pierce–Arrow. "I name thee George Washington," he said. "First in war, first in peace and first in the hearts of his countrymen."
"I name thee Abraham Lincoln," said the owner of a Cadillac. "Of the people, by the people and for the people."
The last man owned a Ford. "I name thee Theodore Roosevelt," he exclaimed, "you rough–riding son of a gun!"

On a cold winter morning a small boy stood intently watching a man drawing a blanket over the hood of his machine. When the operation was completed, the boy said, "It's no use mister, you can't fool anybody; anyone can tell it's a Ford."

●

A driver of a Ford car came up to a filling station and asked for a pint of gasoline. "You'd better get more," said the attendant. "No," replied the Ford owner, "I'm weaning it."

●

"Why is a Ford like a bathtub?"
"Because you hate to be seen in one."

●

Sign on a country garage: "Automobiles repaired – – Fords mended."

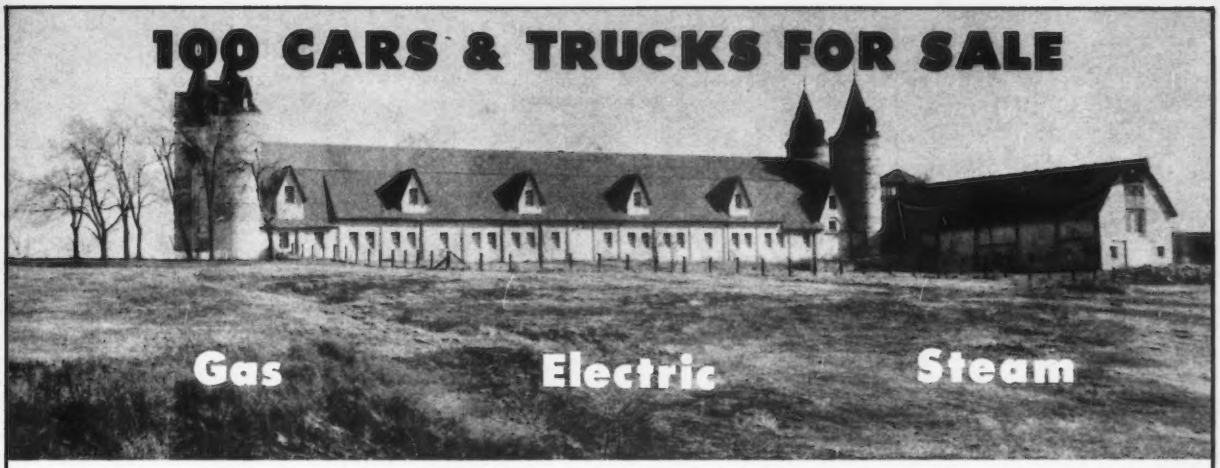
●

"What time is it when one Ford follows another?"
"Tin after tin."

●

"Have you heard the last Ford joke?"
"I hope so."

Trouble with the Sparker



ANTIQUE AUTO MUSEUM

LOWELL FREI COLLECTION

FOR SALE

40 Restored, 60 Unrestored Cars & Trucks

Steam Car
Electric Cars
Brass Trim Cars
7 Passenger Cars
Roadsters
Touring Cars
Classic Cars
Buggies
Surreys
Wagons
Brass Mounted Harness

Beer Wagon
Pony Wagons
Pony Buggy
Antique Toys
Antique Bicycles
Antique Furniture
Books
Lights
Horns
Whistles
Parts & Tires

Accessories
Name Plate Collection
Hub Cap Collection
Spark Plug Collection (Coinola)
10 Piece Orchestra
Electric Pianos Duo-Art
1 Grand & 1 Upright

SEND FOR LIST

Because it takes about two hours to show this large collection a charge of $5.00 will be made for my time and applied to any purchase over $25.00 to separate the sightseers from the buyers.

WRITE OR PHONE FOR AN APPOINTMENT SO I WILL BE HERE.

LOWELL F. FREI

CLAYTON ROAD AT KEHRS MILL

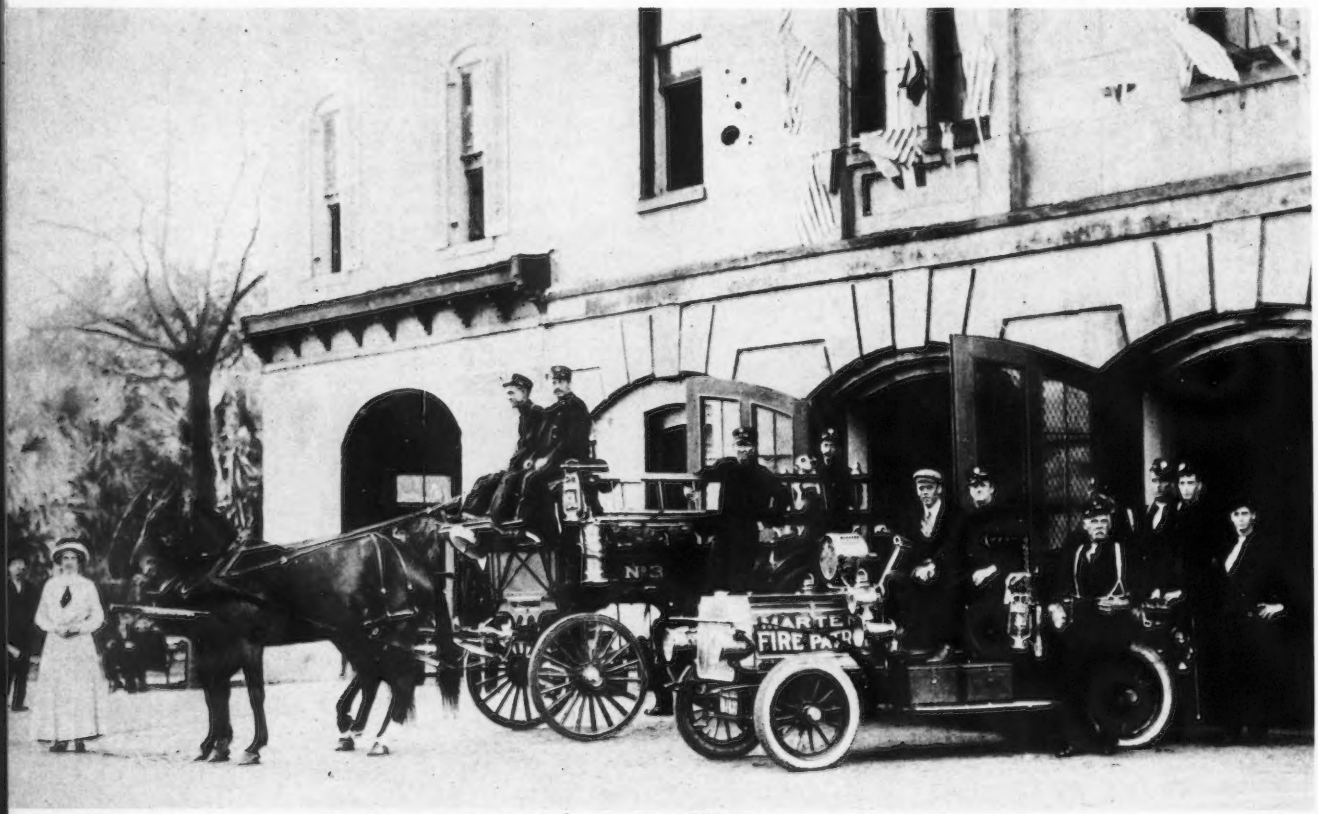
BALLWIN, MISSOURI

Phone La. 7-8844

15 MILES WEST OF ST. LOUIS, MO. BETWEEN HWY. 66 and HWY. 40

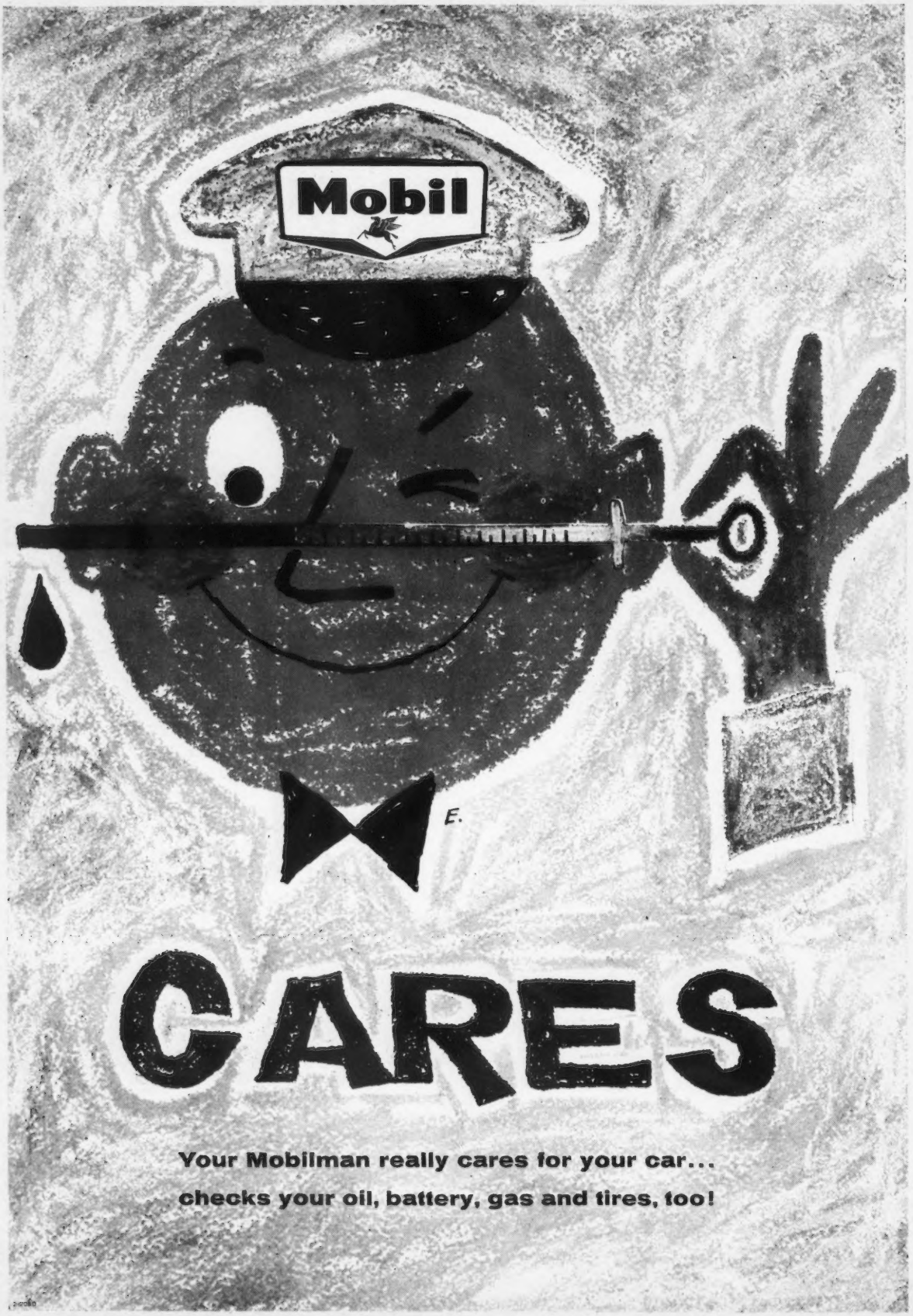
Our Family Photo Album

"First Automobel in Mexico City," according to a penciled note on the picture showing the machine's power increased by two horse-power. These rare photos of a 1905/6 REC were found in an old roll-top desk recently bought by Burr Cannam of Eureka, California. Can anyone add to the story?



The Old and the New! That's a modified 1906 Grant gasoline car pushing dobbin aside.

Asinine Alley


Mobil
E.
CARES
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checks your oil, battery, gas and tires, too!

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